

RECORD

OF

GREENWAY GOVERNMENT



1888 to 1892

605462

RBR

FC

3313.2

R42

RECORD

OF

GREENWAY GOVERNMENT .



1888 to 1892



CONTENTS.

I.

Ante-election promises and their performance.....	3-9
Promises made election 1888.....	3-4
Performance of said promises.....	4-9

II.

Northern Pacific Railway Contract.....	9-14
Railway situation when Greenway Government took power	9-10
First contract with Northern Pacific.....	10-11
\$500 a mile clause	11-14
Second contract with Northern Pacific.....	13
Why second contract made.....	13-14
Summary of dealings of Government with N. P. Co.....	14

III.

Advantages secured by the construction of the Northern Pacific and Manitoba Line.....	15-17
Comparison of aid given to N. P. & M. with that given to other railways	16, 17

IV.

Bonus to Souris Extension.....	17-20
C. P. R. would not have built extension with- out aid.....	18, 19
Position had bonus not been given.....	19
Advantages secured by bonus	19, 20

V.

General results of the Government's Railway Policy.	20-22
Assistance given by Government to Munici- palities Westbourne, Shoal Lake, Birtle and St. Andrews, towards liquidating debts they had incurred to provide railway facilities	22

VI.

Hudson's Bay Railway	22-27
History of legislation respecting this railway..	22, 23
Charge that Government repudiated its obligations to bondholders	23, 24
Reasons for reducing aid to this railway.....	24-26
Summary of Government's dealings with H. B. Ry. Co.....	26, 27
Report that work will soon be proceeded with.	27

VII.

Election Acts	27-34
History of Election Acts in this Province since 1886	27-29
Experiment tried in 1889 of having lists compiled by Municipal Clerks—a failure.....	28
Changes effected by Act of 1891.....	29
Objections to Act dealt with—	
(a.) That there should be affidavit of qualification in all cases	29, 30
(b.) That Deputy Returning Officers should not have power to refuse ballots of personators	30
(c.) Objection to provision in Bill as introduced that only 2 weeks should be allowed for making up lists and 2 weeks for revision	30, 31
Reforms in election law effected by Liberal party	31
Charge that Government in 1892 amended Act so that candidate not affected by corrupt practices of his agents.....	32-34

VIII.

Public Schools Act.....	34-37
School System before 1890 and its fruits in Catholic districts.....	34, 35
Change in law effected by Acts of 1890	35
Methods of attack upon Act adopted by Roman Catholic Clergy	35, 36

Public Schools Act—*Contd.*

Legal point involved in <i>Barrett v. Winnipeg</i> merely whether Roman Catholics can be taxed for support of public schools.....	36
Record of Opposition respecting this Act.....	36, 37

IX.

Public Institutions.....	38-39
Deaf and Dumb Institution	38
Home for Incurables	38
Brandon Asylum.....	38, 39

X.

Manitoba Central Railway.....	39-43
History of this Company.....	39
Reasons why Government did not contract with it	39, 40
Charge that Government agreed to give Co. contract upon receiving \$12,500 for election fund	40
Royal Commission to investigate charge— accusers failed to appear.....	40
Mr. Roblin's refutation of this charge.....	40-42
Summary of facts and reasons that dispose of charge	42, 43

XI.

Finances	43-69
Comparison costs Civil Government '87, '89, '90, '91.....	43
Saving in printing and stationery \$46105.01 in '89 as compared with '87.....	44
Savings in Municipal Commissioners and Audit Officers.....	44
How savings effected.....	44
Statement of revenue of Province since 1882..	44
Total saving of \$104,959 ^{4.9} / ₁₀₀ in 1891, as com- pared with 1886-'87	46
Comparison of Educational Expenses	46, 47
Direct Grants to people in '91 as compared with '86-'87	47
\$1,015,184.85 directly granted to people last four years	48
Percentage of ordinary revenue given in Direct Grants to people in years '85 to '91.....	48

Finances—*Contd.*

Mr. Roblin's statement of Direct Grants to people '82 to '91	49
Mr. Roblin's statement shown to be misleading	49, 50, 51
Mr. Roblin's criticism of expenditure in Attorney-General's Department	51, 52
Mr. Roblin's criticism of cost of Civil Gov't...	53
Cash balance in Treasury 31st Dec., 1891.....	53, 54
Amount of deficit of late Government	55
Provincial Auditor's certificate as to said deficit	55, 56
Expenditures on capital account under present Government	56

XII.

Reduction in Freight Rates through introduction of N. P. & M. Ry	57-63
--	-------

XIII.

Outside opinions upon issues in coming election ...	64, 65
---	--------

XIV.

Government's Immigration Policy commended....	65-67
---	-------

XV.

Opposition Platform.....	67-69
--------------------------	-------

Record of the Greenway Government.

I.

ANTE-ELECTION PROMISES AND THEIR PERFORMANCE.

It has been stated that the Government of Mr. Greenway is a Government of broken promises. In order to ascertain whether this is a fact or not, the first thing to do is to ascertain what promises the Government made when it went into power. This is very easily done. Under our constitution, when a Minister takes office, he is obliged to go back to his constituents for re-election. The First Minister, upon taking office, must follow the same rule, and it is customary for him in so doing to state what policy he intends to pursue if re-elected. Mr. Greenway took office and went back for re-election as a Minister in February 1888. He then issued an address to his constituents, in the concluding portion of which he used the following words: "This, gentlemen, is an outline of the policy and these are some of the plans of the present Government." This address must therefore be looked to as containing the promises made by the Greenway Government when it took office. An examination of this address discloses the promises thus made. They are as follows:

1. To rescue the Province from its involved financial position, and to make an investigation into the transactions of the Norquay Government.

2. To endeavour to provide that security should be got for \$256,000 of provincial bonds illegally given by the late Government to the contractor of the Hudson's Bay Railway.

3. To inaugurate the practice of a system of economy in the transaction of Government business.

4. To keep the public accounts and expend the public money according to the estimates.

5. To endeavour to place the Province financially in a sound position.

6. To build the Red River Valley Railway and to secure railway connection with the western portion of the Province by a road south of the Assiniboine River.

7. To inaugurate a vigorous immigration policy.

8. To simplify as much as possible the municipal system and so to administer affairs as to lessen taxation.

9. To develop the educational system, and to increase facilities for education ; to increase the grant for school purposes so as to lessen school taxation.

10. To redistribute the Province into new electoral divisions.

11. To introduce a new Franchise Act providing for manhood suffrage.

These are the promises which Mr. Greenway made on behalf of his Government in 1888. It is by a fair comparison of these promises with the record of the Government's administration that it can be ascertained whether the Government has carried out its promises or has failed to do so.

The first promise relates to the question of the finances. How fully and completely this promise has been carried out will appear from an examination of the financial statements which will be found later on.

The second promise relates to the procuring of security for the \$256,000 of provincial bonds given illegally in aid of the Hudson's Bay Railway by the late Government. To redeem this promise the Government has done everything that it was possible to do. The security to be procured was the land grant promised by the Dominion Government as aid for the construction of the railway. The reason why this land grant was withheld, was, that the contractor did not complete the railway so that it could be passed by the Government Engineer, and consequently the Dominion Government refused to hand over the land. All that the Manitoba Government could do was to complete the railway so that it would pass inspection. This it was proposed to do and money was appropriated for that purpose, but for some unaccountable reason the Dominion Government could not be got to agree, that if the road were completed, the land grant would be handed over. The matter therefore stood in this position, namely :—

The Manitoba Government had the money appropriated and ready to finish the railway, if the Dominion Government would agree to hand over the land grant when this was done. No such agreement could be got, consequently the Manitoba Government was not justified in expending the money. If it had expended the money without such an agreement the Dominion Government might

still have refused to hand over the land grant and the Manitoba Government would have been out not only the \$256,000 but also 35 or 40 or 50 thousand dollars, which it required to complete the railway.

The third promise relates to the establishment of a system of economy. To show the performance of this promise refer to the financial statement contained below.

The fourth promise refers to the keeping of the public accounts and the spending of the public moneys according to the estimates. In former years no attempt had been made to carry out the law in connection with public expenditure. No attempt had been made to keep the expenditure within the amount voted by the Legislature. This particular promise relates to the question of exceeding the estimates, by issuing special warrants to cover expenditure in excess of the estimates. In order to show how fully that promise has been carried out it is only necessary to state that, since February 1888, only one special warrant has been issued. The estimates have never been exceeded in any year, in any department or for any purpose, and the special warrant which was issued, was so issued to provide for the payment of the costs of repairing the Deaf and Dumb Institute in Winnipeg, which was partially destroyed by fire. This being an expenditure which could not be foreseen, arising from an unavoidable accident, there was no appropriation to cover the work which had to be done at once, and a special warrant had to be issued to provide for it.

The fifth promise refers to the desire of the Government to place the finances of the Province on a sound basis. That has been done. The credit of the Province is all that could be expected, and there is little doubt that our bonds, if issued bearing interest at the rate of 4 per cent., would sell at par.

The sixth promise relates to the intention of the Government to use every proper means to secure the completion of the Red River Valley Railway and to provide for the Western Extension. The Red River Valley Railway has been completed as also the Western Extension, for particulars refer to the chapter on the Northern Pacific Railway and the general railway policy.

The seventh promise relates to the adoption of a proper immigration policy. This promise has been redeemed. The late Government had no immigration policy. The following steps were taken by the Immigration Department for the purpose of inducing immigration into this Province.

1. The establishment of the immigration office in Winnipeg.

2. The establishment of a similar office in Toronto, another in Moncton, N. B., and another in Liverpool.

A large sum of money has been appropriated to pay the expenses of these offices and of travelling agents in England and the Maritime Provinces and in the Provinces of Ontario and Quebec.

The Minister of Immigration has spent a considerable time in England studying the best methods of reaching the English agricultural class. In reference to his visit there the *London Times* said as follows, on the 30th March, 1891.

“In relation to the question of strengthening the influences which tell for a British connection, it is interesting to note that the Canadian emigration season began last week, and the body of emigrants to Manitoba taken by the Allan steamer “Parisian” is said to be one of the finest that has ever gone from this country.

“This is, no doubt, largely attributable to the efforts which Mr. Greenway, the Premier of Manitoba, made last winter. During his stay here, he took an immense amount of trouble, visiting in person all the principal agricultural districts of England and Scotland, and entering into relations with the tenant farmers and agricultural laborers.

“He took back with him a full report of what he considered the best means of promoting emigration from this country, and with that point in view, the Legislature of the Province was informed that it would be asked to provide means for more active measures in that direction. These, if the recommendations of Mr. Greenway are accepted, will include the establishment of emigration offices in London and Liverpool; a system of travelling vans which shall be fitted up with the samples of the products of Manitoba, and provided with leaflets containing information guaranteed by the Manitoba Government as authentic.”

The establishment of the emigration offices was proceeded with, but the C. P. R. adopted the idea of the travelling vans, and as it was an expensive proceeding the Government thought that the C.P.R. van would be sufficient to test the effectiveness of this method of advertisement, so did nothing further in that direction. The vans which were sent around by the C. P. R. are said to be the most effective method of increasing emigration from the Old

Country which has been adopted, because travelling through the country to the different agricultural shows they reach the agricultural classes better than any distribution of literature. In addition to these measures, last year the Government sent to the Eastern Provinces a large number of practical successful farmers, to return to the places from which they had come to Manitoba, and there they devoted themselves to immigration work with most gratifying results.

The result of all this has been that in this Province there has this year been a marked change observable in the two following particulars.

A very much larger number of people has arrived in the Province than in any previous year since 1882, as many as 3,000 arriving in the course of three days. While in former years the bulk of the people who came here were booked for points in the Territories, British Columbia, and points along the Coast and in the State of Washington, this year by far the larger proportion of people who have arrived have come with the intention of settling in Manitoba, with their location already determined upon. We may now conclude with reasonable certainty that a current of immigration of fairly large dimensions has set in, of which this Province will receive the benefit.

It has been said that the immigration of this Spring is the result of the efforts of the Canadian Pacific Railway Company. Doubtless the officers of that Company are in a position to say whether it is or not.

In *The Montreal Witness* of the 18th of May, 1892, an interview with Mr. Van Horne, President of the C.P.R., is published. Among other things, he says as follows:—
 “Then with respect to eastern immigration; the Manitoba Government has taken a most intelligent and most energetic stand on this question and has co-operated with the Company. The result has been, that the stream of emigration to the States from Ontario and the Maritime Provinces has been checked and diverted to the Northwest. There will still be more or less emigration to the States from certain parts of Ontario, but the bulk, after all, from the older Provinces has been stopped. This is owing to the stand that the Manitoba Government has made, which has been the first of the Northwest Governments to take an active interest in the matter. . .
 “ . . . On the whole, concluded the President, “the question stands thus:—The Manitoba Government have

“acted with spirit, we are checking the emigration from the
 “older Provinces to the States, and guiding it to the North-
 “west; we are using greater efforts than ever in Europe to
 “secure the good agricultural class of settlers, and have now,
 “we believe, tapped the streams which will expand enor-
 “mously, and with the increase of new methods by the
 “Federal Government—which means practical co-operation
 “with the Company—we confidently expect very much
 “greater results than have hitherto been realized.”

The eighth promise relates to the simplification of the municipal system, and the lessening of municipal taxation. To carry this out the Government has done the following:

1. The expensive separate office of the Municipal Commissioner has been abolished. The work of the Municipal Commissioner is now done by one of the members of the Government, who draws no extra salary for the work. The expenditure of this office as compared with \$7850 in 1887 was in 1891 \$1335.

An Act has been passed re-arranging the boundaries of the municipalities where such was required, and although in some cases this Act has given rise to slight dissatisfaction, still it has undoubtedly had the effect of working a general improvement and lessening taxation.

Over and above these changes there has been granted to the municipalities in each year the sum of \$60,000 in cash, which is given directly to lessen the amount of taxation paid by the ratepayers of the various municipalities.

The ninth promise relates to the development of the educational system. This has been done in a variety of ways.

1. The old system of management by a Board of Education has been abolished. The management by the Department of Education is much simpler and less expensive. For the details of the expenditure refer to the financial statement.

2. The separate Roman Catholic schools have been abolished:

3. The promise of the Government “to devise means whereby schools will receive a much larger money grant than has heretofore been given” has been redeemed by giving instead of \$60,000 per annum \$120,000 per annum.

The tenth promise relates to the distribution of the Province into electoral divisions. This has been done.

The eleventh promise relates to the introduction of the Franchise Act providing for manhood suffrage. This also has been done.

For particulars refer to the chapter on "Election Acts."

II.

NORTHERN PACIFIC RAILWAY CONTRACT.

One of the matters involved in the history of the Administration during the past four years, which has been discussed perhaps more than anything else, is a contract made by the Government in 1888 and 1889 for the building of the Northern Pacific and Manitoba Railway. The following is a brief statement of the facts :—First consider the circumstances subsisting at the time when the contract was negotiated. The important points to consider in this connection are as follows :—

1. The Dominion Government had ceased to exercise the power of disallowance in respect to railway charters granted by the Manitoba Legislature.

2. This arrangement was at the time (1888) purely an arrangement on paper, no railroad having been built in pursuance of the arrangement.

3. The C.P.R. Co'y and the Dominion Government were bitterly hostile to the introduction of a competing system of railways.

4. The population of the Province had not been increasing during the few years preceding, nor was there any inflow of immigration at that date.

5. There were only two companies in a position to enter this Province and to construct the desired system, namely :—The Northern Pacific and the St. Paul, Minneapolis, and Manitoba.

6. It was known from former experience that in case of a railway company opposed by the C.P.R., even although it held a charter which was legal, difficulties might and would be thrown in the way of such a railway company by the C.P.R. Co'y and the Dominion Government. In proof of this the experience of the N.P. people in attempting to handle the Man. S.W. Col. Railway in 1880 and 1881 may be cited. Their experience was that plans would not be approved, land grants would not be located, and every

technical difficulty that could be thrown in the way would be resorted to. It was under these difficult circumstances that the Government in 1888 undertook the task of introducing a competing line. There were two companies to deal with as stated above. Upon the most cursory examination it was clear that the St. P.M. & M. would not answer the purpose. It was a matter of notoriety that between the St. P.M. & M. and the C.P.R. existed an alliance, evinced by the well-known $12\frac{1}{2}$ per cent. pooling arrangement (by which the C.P.R. paid the St. P.M. & M. $12\frac{1}{2}$ per cent. of the proceeds from freight carried between Winnipeg and Port Arthur on condition the St. P.M. & M. would not compete for Manitoba freight) and other indications which could not be controverted. This was further shewn later on by the election of directors to the St. Paul M. & M. Board of stockholders of the C. P. R. If any company could do what was desired it was the Northern Pacific. The Government accordingly dealt with that company. Various attempts were made to arrive at an understanding ; twice at least negotiations were on the point of being broken off; finally a bargain was made. It was as follows :—

The bargain referred to the construction of about 266 miles of railway as follows :—

The R.R.V.R from the boundary line to Winnipeg.

The Portage Branch from Winnipeg to P. la Prairie.

The Morris-Brandon Branch from Morris to Brandon. The Government was to complete the R.R.V.R. and Portage Extension and the Company was to pay the Government the exact cost of these two railways, as nearly as the sum could be ascertained. The Company was to construct the Morris-Brandon line itself during the year 1889. The Government was to give as aid towards the construction of, and payment for, the said lines of railway the following:—

1. The actual cost of a bridge across the Assiniboine at P. La Prairie, and another bridge across the Assiniboine at Winnipeg, not to exceed \$80,000.

2. The Government was to guarantee the interest upon bonds of the Company to the extent of \$6400 per mile, the interest was to be guaranteed at the rate of 5 per cent for 25 years. This was the assistance to be given by the Government.

The Company had the authority to issue bonds to the extent of \$16,000 per mile on the whole line of railway. Of this \$16,000 of bonds, \$6,400 was guaranteed as to the

interest by the Government, the remaining \$9600 was entirely unguaranteed. The unguaranteed bonds had priority over the guaranteed bonds in this way : that the net earnings of the road were to be applied, first in payment of the interest on the unguaranteed bonds and afterwards in payment of interest upon the guaranteed bonds. It was, therefore to the interest of the Province that the smallest possible amount of unguaranteed bonds should be issued, because the interest upon the unguaranteed bonds came before the interest upon the bonds upon which the Government was liable.

To protect the Province as much as possible the Government desired that no unguaranteed bonds should be used except such as were actually necessary for the construction of the railway. To ensure this the Government stipulated that the company should account to the Government for the proceeds of all its bonds. This the company refused to do, pointing out that there were many expenses connected with the construction of the railway, which, though perfectly legitimate, might be objected to by the Government ; many expenses also which did not actually fall under the head of construction ; and that no railroad company could possibly finance its affairs or carry on its business if it were obliged to submit its accounts for inspection, and depend upon the Government officers agreeing to the necessity of the various expenditures. Upon this point the Government and the Company disagreed, and the negotiations were all but broken off. It was finally suggested that a margin might be allowed to the Company which would protect them in case of any disagreement. That margin consisted simply of a provision that the proceeds of a portion of the unguaranteed bonds equal to \$500 a mile upon the Portage Extension and the Morris-Brandon Branch should not be subject to the stipulation, as to being accounted for to the Government. That provision is in the following words. See page 16 Manitoba Statutes, 1888-89 :—

“ It is further agreed that in calculating the amount expended on the said line from Winnipeg to Portage la Prairie, and from Morris to Brandon, the sum of \$500 per mile shall be allowed for cost of organization, preparing and printing bonds, coupons and legal expenses in connection with such organization and preparation of bonds, etc., etc.”

The effect of this provision was that on the Morris-Brandon Branch and the Portage Extension there were

\$500 per mile of the company's bonds, the proceeds of which were not submitted to the inspection of the Government. This \$500 was composed of the company's own unguaranteed bonds, with which the Government had nothing to do.

The above \$500 per mile clause is the clause which was said to be an evidence upon its face of dishonesty on the part of Mr. Martin, the Railway Commissioner who made the agreement. The question to decide is, whether it afforded any evidence, indication or suspicion of dishonesty or crookedness.

To ascertain this, compare the contract with any other contract for the building of a railway, in which a Government has given a railway company assistance. Any such comparison will shew that the difference between this contract and any other, is that this contract required the company to account for the proceeds of all its bonds except \$500 per mile. No other contract requires a company to account for the proceeds of any of its bonds. The difference between this contract and any other is not that there is \$500 per mile of the company's bonds which are not to be accounted for, the difference lies in the fact that none of the bonds are to be accounted for in any other contract. In other contracts none of the bonds are to be accounted for, therefore the difference between the two classes of contracts is that in the case of the N.P. contract the Government in its desire to protect the interests of the Province introduced a new provision requiring the company to account for the proceeds of its bonds, and pushed this provision as far as it was possible to push it. The company would not agree to account for the whole of the proceeds, and it was simply a question of allowing them this margin or making no contract. In dealing with a matter of such magnitude as the contract under consideration, the interest upon \$500 per mile of bonds was only a trifle (only \$25.00 per mile), and the Government rightly considered that it should not be allowed to stand in the way of the completion of an important railway system. It has never been charged that there was any actual dishonesty, only that there was a dishonest intent, which might have been carried out. Of this intent there is no evidence whatever.

The *Free Press* newspaper published an article charging Mr. Martin with dishonesty in connection with this matter. Mr. Martin brought an action for libel against the Free Press Company. The action was tried before a special jury in Winnipeg, and brought face to face with

the trial, the Free Press Company did not plead that the charge was true. A plea was entered that the making of the contract was a matter of such public importance that the newspaper was justified in making strong comments.

No attempt was made to prove the truth of the charge, in fact, the counsel for the newspaper company, Mr. N. F. Hagel, said (in reply to Mr. Martin's complaint that he was charged with having entered into the contract with a design of putting a portion of the money into his own pocket) that the article "*did not mean that*," and upon that contention the newspaper company secured a verdict. Mr. Martin appealed the case to the full Court of Queen's Bench, and the full Court decided that the verdict was improperly given, and that the newspaper should either prove the truth of the statement or have the verdict given against it. A new trial was accordingly ordered, which has not yet taken place.

When it is remembered that all the charges against Mr. Martin in this connection have been based upon a presumed intention never carried into effect, of which no evidence exists save in the imagination of his enemies, it will be seen how little it amounts to. As a matter of fact the whole financial arrangement above set forth was cancelled and in lieu thereof the Government paid the N.P. Company \$1750 per mile in cash for the whole of the railway, giving them power to issue their own bonds entirely unguaranteed for \$20,000 per mile upon the whole of the railway line.

It has been said that the arrangement was brought about in consequence of the agitation against the first contract. No more entirely absurd statement could be made. The first contract was complete as between the Government and the company before the second was entered into. The Government had no way of receding from the contract had it desired most strongly to do so. The Government was bound in writing and by statute to fulfil the contract. No Government could go back on it without being guilty of the clearest possible case of repudiation.

Railway companies do not give up financial contracts of a nature so advantageous to themselves at the solicitation of the other party to the contract. Having secured the advantageous contract the railway company could be relied upon to hold the other party to it. If, therefore, the first

contract as above dealt with, were of such immense advantage to the company it might be taken for granted that beyond doubt the company would hold the Government to it. The fact is that the very provision which afforded the ground for the severe criticism of the contract which was indulged in, namely, the provision relating to the accounting for the proceeds of the company's bonds except \$500 per mile, was the means of compelling the company to come back to the Government and ask for modifications of the terms of the contract. The company found that the complicated provisions with which the contract was hedged about made it quite impossible to effect an advantageous sale of the company's bonds. They therefore came back to the Government for modifications of the bonding arrangement. The Government would not agree to any which would be satisfactory to the company. It was then proposed or suggested that instead of guaranteeing interest upon bonds the Government should give a cash bonus. After several days' disputing about the amount to be given it was agreed that the Government should give \$1750 per mile for the 266 miles or thereabouts, above referred to, and for the extension contemplated to the Souris district, \$1500 per mile, in addition to \$36,000 each for the two bridges. This arrangement was closed and carried out, except as to the Souris Extension.

The sum total of what was done between the Government and the N.P. Company was therefore as follows :—

The arrangement as to the guaranteeing of interest on bonds was cancelled.

The company bought the R.R.V.R. and the Portage Extension at their cost price, and constructed the line of railway from Morris to Brandon.

The Government paid the company \$1750 per mile for the said three lines of railway, and \$36,000 each for the two bridges.

The public accounts shew that these three lines of railway and the bridges cost the Province of Manitoba \$532,250, and no more. It did not directly or indirectly in any way whatever cost the Province a single dollar more than that amount except the expenses of conducting the contest which took place upon the legal question as to the right of the Province to charter the railway and of the company to build it.

III.

ADVANTAGES SECURED BY THE CONSTRUCTION OF THE
NORTHERN PACIFIC AND MANITOBA LINE.

1. The construction of this line settled for all time to come the question of the legal power of the Legislature of Manitoba to authorise the construction of railways within the province.

2. It can be actually shewn that the actual value of property along the line of this railway and in its neighbourhood has been increased by this construction.

3. The rate of freight on grain going out of the Province from all points upon the N. P. & M. Railway, and all points upon the C.P.R. and its connections, directly or indirectly brought into competition with the N. P. & M. has been reduced three cents per hundred pounds.

4. The rate of freight on any incoming merchandise has been greatly reduced.

5. Shippers have the advantage of increased accommodation and greater facilities for shipment arising from competition.

6. A large section of the Province, comprising some of its best agricultural territory, has been afforded convenient transportation, and along the line of railway a considerable amount of settlement has been induced.

7. According to the statement of Mr. Van Horne, President of the C.P.R., the construction of the N.P. caused the C.P.R. Company to engage in the construction of the Souris Branch from Brandon south-westward. This was stated by Mr. Van Horne in his report to be necessary to protect the company's interests, and the only rival corporation against whom it could be necessary to protect the interests of the C.P.R. was the N.P. & M Company.

We pay upon the cost of the N.P. & M. line a little less than 5 per cent. interest. At 5 per cent. the interest would be \$26,612 per annum. The saving of three cents per hundred pounds, on the annual export of grain would amount to \$27,000 for 1,500,000 bushels.

There has been no year in which the saving thus effected has not applied to much more than 1,500,000 bushels since the completion of the line to Brandon, to say

nothing of other grain beside wheat, and all the other advantages accruing from the construction of the road. It might be confidently stated that the money invested in this road constitutes the most profitable investment that has ever been made of the public money in this Province.

In order to shew how the bonus given to this line of railway compares with bonuses given to other lines, we give below a statement of railway bonuses given in Manitoba, the Northwest Territories, Ontario and the Dominion :—

	Per mile.
Northern Pacific and Manitoba.....	\$ 1750
Manitoba and North-Western.	
Municipal Bonus.....	\$266000
168 miles at \$1582 per mile.	
6400 acres at \$2 per acre.....	12800
Total	14382
Manitoba South Western.	
6400 acres per mile, valuation \$4.50 (see Van	
Horne's Report 1888).....	29056
Calgary & Edmonton.	
\$80,000 per annum for 20 years.....	
cash.....	\$1088000
190 miles, \$5726 per mile, 6400 acres at \$2	
per acre.....	\$12800 per mile
Total	18526
See Dominion Statutes, 1890.	
35 railways each.....	3200
Montreal & Western	5161
See Dominion Statutes, 1889.	
28 railways, each	3200
Ottawa & Gatineau.....	5161
See Dominion Statutes, 1888.	
6 railways each.....	3200
See Dominion Statutes, 1886.	
30 railways, each	3200
Lake Erie & Detroit River.....	4385
Tobique Valley.....	6400
See Dominion Statutes, 1886.	
20 railways, each.....	3200
Montreal & Western	5160
See Dominion Statutes, 1885.	
10 railways each.....	3200
See Dominion Statutes, 1884.	
Quebec to Ottawa.....	6000
Montreal to Quebec	12000

Ottawa and St. Martin's June. to Quebec...	6000
17 other railways each.....	3200
See Dominion Statutes, 1883.	
9 railways each	3200
Gravenhurst to Callendar.....	6000

ONTARIO.

Connections of the Sault St. Marie line to Graven- hurst	2850
Erie and Huron	2090
Stratford and Huron	2090
Georgian Bay and Wellington.....	1568
Port Stanley and Strathroy.....	2354
North Simcoe	2941
Victoria Railway Company	9413
Whitby and Port Perry.....	2354
Prince Arthur's Landing and Kaministiquie....	2354
Kingston-Pembroke	9413
Belleville and North Hastings	3000
Coburg, Peterboro' and Marmora	2000
Credit Valley	2000
Stratford and Lake Huron	2000
Kingston and Pembroke	3750

By the General Railway Act in Ontario (see Ontario Statutes, 1870-71, chapter two), bonuses are authorized to be given by Order-in-Council from \$2000 to \$4000 per mile.

IV.

BONUS TO SOURIS EXTENSION.

It has been stated that the Government were at fault in giving assistance to the C. P. R. for the construction of the Souris Branch to the Coal Fields, on the ground that the Company would have constructed this line of railway as soon without assistance as with the assistance which was given by the Government, and that there has been no corresponding benefit in return for the \$150,000 which has been promised to the Company. In reply to this statement :

1. For many years prior to the construction of the N. P. & M. Railway efforts had been made to induce the C. P. R. to construct the Souris Branch, but without avail.

It was only when the construction of the N. P. & M. was undertaken that the C. P. R. proceeded with the construction of the Souris Branch thus shewing that the policy of that Company was to extend this line when it was necessary for the protection of its own interests and no sooner. The extension from Kemnay to Melita was made to protect the C. P. R. in the territory which they desired to save from the operation of the N. P. & M., who, it was confidently believed, intended to carry out their contract with the Local Government and build the extension into the Souris country from some point at or near Belmont or Wawanesa. The N. P. & M. failed to carry out this contract and the Government then endeavored to induce the C. P. R. to extend the Souris Branch, but without success. The answer that the C. P. R. made, was that they wanted assistance before doing so. In a letter addressed by Mr. Van Horne, President of the C. P. R., to Mr. Greenway upon that subject dated the 20th March, 1891, he says "the extension from Hartney to Melita
 "referred to will be made in any case, *but we are not in a*
"position to undertake the rest of the extension until the
"arrangement as discussed is definitely agreed to. Aside
 "from the line from Hartney to Melita, 46 miles of the
 "proposed extension would be in your Province and that
 "beyond the Province to the Coal Fields will be of perhaps
 "greater importance than any railway line of the same
 "length that could be completed within its limits."

This letter definitely shews what the intention of the Company was and that without the assistance given the road would not have been constructed.

In answer to this it was stated that when the Dominion Election of 1891 was taking place Mr. Dewdney had a letter from Mr. Van Horne promising that this line of railway would be completed immediately. It is stated that the letter to Mr. Dewdney shewed what the intentions of the Company were, and that the letter to Mr. Greenway only shewed that the Company were pretending that they did not intend to build it, in order to induce the Government to give them assistance. As to this the following is a complete answer :

Mr. Whyte the General Superintendent of the C.P.R. was interviewed shortly after the legislative session of 1891, and in that interview he made use of the following words :

"He was pretty well satisfied they would reach the
 "Coal Mines this fall. It would require considerable

“effort on their part but the assistance rendered by the Local Government would aid them in accomplishing it; without this aid it would have been impossible for them to have done anything this year as their resources for construction were pretty well used up. As to the report that before the Government’s agreement with the Company, arrangements had been made for the extension of the line, it was so only in a conditional way,” and it was expressly stated in Mr. Van Horne’s letter to Mr. Dewdney that it would not be built pending certain negotiations which were then under way.” These negotiations were the arrangements that were recently made with the Local Government.

To further shew that there is nothing in the point taken above as to the intention of the Company to build the line without assistance.

During the election campaign which took place in North Brandon in 1891 the opposition candidate stated at one of the meetings some time before the close of the campaign when discussing this matter that Mr. Daly the member for Selkirk had moved in the House of Commons for certain returns, that he the opposition candidate would have these returns before the close of the campaign and the papers thus brought down would shew beyond the possibility of a doubt that the contention of the opposition was correct. The returns were never brought down or produced. If any letters could have been produced to shew that such was the case there is no doubt that they would have been produced. The absence of them shews that they did not exist. But supposing the railway had been built without any bonus what would have been the position?

1. The Company could have charged any rate they saw fit for carrying the coal.

2. The Coal Company could have charged any price they saw fit for the coal. What would have been the result? We have a similar case shewing that in that event the coal would have been sold in Manitoba for a price just sufficiently low to enable it to compete successfully with other Coal Companies. The cost of mining the coal and the cost of carrying it would not have been a measure of the price charged. The Galt Company have uniformly charged a figure as close up to the price of coal imported from the East as they could do to secure the market. Doubtless this Company would have done the same thing. The price of

soft coal in Brandon when bought from the Galt Company is \$7.50. Under the arrangement made with the C. P. R. the price of the soft coal will be \$1.75 for the coal, \$1.75 for the freight or \$3.50 on the cars. If there be 40,000 tons per year used in the province of Manitoba, which is a low estimate, there will be on an average more than \$3 per ton of a saving or \$120,000 per year saving to the consumer each year, and as the amount increases the saving will increase.

This benefit is secured by a capital expenditure of \$150,000, or an annual charge of \$7,500.

V.

GENERAL RESULTS OF THE GOVERNMENT'S RAILWAY POLICY.

The Government went into power in Feb. 1888- They have been in power a trifle over four years. They have secured by their efforts in the line of railway construction.

1. Freedom to build railways any where in the Province.

2. The construction of the R. R. V. R.

3. The construction of the Portage Extension from Winnipeg to Portage la Prairie.

4. The construction of the railway from Morris to Brandon.

5. The construction of the Souris Branch from Brandon to Melita.

6. The construction of the Glenboro Branch from Glenboro to Nesbitt.

7. They have now a contract for the construction of the extension from Nesbitt to Souris. Another extension from a point on the Souris Branch at or near Menteith westward into the Pipestone district. The extension of the Deloraine Branch to Napinka. The extension of the Souris Branch from Melita to the Coal Fields and these extensions will be completed without any doubt during the present season (1892). These amount in all to about 515 miles of railway.

In addition to the construction of the railways there has been secured

1. A stipulated reduction in the rates upon the N. P.

2. An agreement with the C. P. R. Company that for a term of ten years the Company will haul coal from the Souris Coal Fields, and deliver the same at all points upon their lines in the Province of Manitoba at the following rates :

For 100 miles or less not exceeding \$1.50 per ton of 2000 pounds.

For 150 miles or less not exceeding \$1.75 per ton of 2000 pounds.

For 225 miles or less not exceeding \$2.00 per ton of 2000 pounds.

For 300 miles or less not exceeding \$2.25 per ton of 2000 pounds.

The latter rate includes Winnipeg.

3. There has also been secured a contract with the Coal Company, owners of the mines from which the coal is to be hauled, that for five years the price of the coal delivered upon the cars shall not exceed \$1.75 per ton, which contract will be secured by a mortgage for \$50,000 upon the plant of the Coal Company and secured likewise by the covenant of the Company.

4. There has also been secured an agreement, that for the benefit of points not upon the line of the C. P. R. or any of its branches, the Company will transfer coal to any other railway Company operating in Manitoba and will divide freight rates as between such Company and the C. P. R. in such an equitable way as will enable the same rates to be applied to points on such other lines as to points on the C. P. R. lines a corresponding distance from the mines. Such division of rates is to be based upon the principle now governing the division of joint rates between the C. P. R. and the M. & N. W. Ry, which gives the M. & N. W. Ry. an increased mileage allowance to compensate for its shorter distance.

In connection with what has been said above it is to be remembered that from the beginning of the administration the Government has decided to bear the burden of railway construction.

The Legislature has refused, notwithstanding many applications made to it, to give municipalities the power to bonus railways. The early experience of the country shews that the effect of granting such power was ruinous in many cases. In the cases of certain municipalities which had burdened themselves very seriously for the purpose of acquiring railway facilities, the Government came to their rescue and made a grant to them by way of refund, equivalent to the amount which the Government had granted in aid of the N. P. & M. Ry. on the mileage basis, that is to say, a sum was granted to each of the Municipalities of Westbourne, Shoal Lake and Birtle, equivalent to \$1750 per mile for each mile which the M. & N. W. Ry. traversed in going through these municipalities, and the total sum was divided in proportion to the bonus which each municipality had given to that railway. Similarly, the municipality of St. Andrews granted a large sum of money to induce the C. P. R. to build a line of railway from Winnipeg to Selkirk. The sum of \$1750 per mile for the number of miles which the C. P. R. traversed in that municipality was granted to assist in the liquidation of the debenture debt. The result of this policy has been that the municipalities of St. Andrews, Westbourne, Shoal Lake and Birtle have been relieved of a load of indebtedness which was proving almost beyond their power to bear without going into bankruptcy.

VI.

HUDSON'S BAY RAILWAY.

There is no matter of general interest to the people of Manitoba upon which the Provincial Government has been more violently and unreasonably attacked than on the subject of its dealings with the Winnipeg and Hudson's Bay Railway Co. In order to show the unreasonable nature of these attacks it is only necessary to examine in detail the facts of the case.

The first measure for granting aid to the H. B. Ry was passed in 1885 (see statutes p. 74 Private Acts.) It provided for a cash or debenture grant of \$1,000,000, and it was provided that the grant should be paid into the hands of the Company *on the completion of an all-rail route to Hudson's Bay.*

In 1886 the above Act was repealed and a new measure passed (see statutes p 120, Public Acts.) It provided that the Government might guarantee the interest upon the Company's bonds to the extent of \$4,500,000 at four per cent. for twenty-five years from the date of completion, equipment and operation of a continuous all-rail route to *Hudson's Bay*. Under this Act the guarantee was to be made by an Order-in-Council. It is alleged that the railway company or its officers caused bonds to be issued and transferred to holders for value with words printed across the face thereof indicating that the bonds or the interest thereon were guaranteed by the Government, but if so, such action was unwarranted and fraudulent and creates or imposes no greater liability upon the Province than would be imposed upon a private individual if a stranger forged his name to a promissory note.

In 1887 at the request of the *Winnipeg and Hudson's Bay Railway Company*, the Act of 1886 was repealed and another Act passed (see statutes 1887, p. 309.) This Act of 1887 provided for a guarantee of interest by the Government at four per cent. for twenty-five years on \$4,500,000 of the company's bonds.

It was a condition of the Act authorizing this aid that the railway should be constructed and in operation on or before the first day of July, 1892, to *Hudson's Bay*. Nothing was said about the bonds being guaranteed by Order-in-Council. It was provided in express words (see section 2) that *in order to be binding on the Province* the guarantee should be written or printed on the bonds and signed by the *Provincial Treasurer*. Under this Act so far as proven not a single bond was issued. The Provincial Treasurer never signed any guarantee, and properly so, as the company never carried out any of the provisions of the Act nor complied with its conditions.

The cry was raised in 1891 in the federal elections that this Act of 1887 was repealed by the Legislature under the Greenway Government after bonds had been issued and obligations incurred and that such repeal was a repudiation of the financial obligations of the Province. This statement is absolutely untrue. The following is the answer to it:—

First. No bonds were ever issued under the Act of 1887. The opponents of the Government have been repeatedly challenged to produce any such bond, but it has not been done. The Government has declared that if any one *bona fide* holds a bond legally guaranteed under the

Act of 1887, the Government will pay the interest according to the terms of the guarantee. No such bond has been produced.

Second. The fact is, that the bonds which were issued, were so issued under the Act of 1886 which was repealed at the instance of the H. B. Ry Coy, by the Legislature under the Norquay Government. If there was a fraud on the bondholders and a repudiation of the obligations of the Province it was committed by the Norquay Government at the instigation of the Hudson's Bay Railway Company, while the Liberals were in opposition and without the knowledge of any member of the Liberal party.

Third. The absolute absurdity of the charge is clinched by the fact that if any obligation had been incurred on the part of the Provincial Government before the repeal of the Act, such obligation is just as binding on the Province now as if the Act had never been repealed. The repeal of an Act does not affect or take away any right acquired or any obligation entered into or imposed before the repeal takes place. All Acts, unless otherwise stated, are subject to the Interpretation Act, section 12 of which provides (see revised Statutes, page 827) "All things lawfully done and all rights acquired and liabilities incurred under any repealed Act shall remain valid and may be enforced."

Therefore if any one had acquired any rights against the Provincial Government under the Act of 1886 or 1887 before it was repealed it is still good in law and fact and the Government will recognize it on the facts being properly proven. There is no such person and there are no such rights. The statement is a false one, got up to injure the Government and damage its reputation.

In 1888 monopoly was abolished, the Northern Pacific Railway was introduced and Free Trade in Railways was established in Manitoba. The construction of the Northern Pacific Railway and the consequent establishment of absolute freedom in building railways cost the Province \$532,012.00. Then it became necessary to consider whether the Province could afford to give a guarantee of interest on \$4,500,000 to assist the Hudson's Bay Railway.

Such a guarantee meant (because if the deal were made the Government would certainly have to pay the interest) \$180,000 per year to be paid by the Government, that is to say, one-third of the entire revenue of the Province would be used each year to help to pay for the construction of this railway.

It was felt that such a grant was too great, that the resources of the Province would not warrant the Government in giving effect to such an arrangement. This sum, \$180,000, is as much as the entire Legislative grant to schools and municipalities, and if it were appropriated to the Hudson Bay Railway, the school grant and the municipal grant would be wiped out of existence at once. Without the school grant the public school system would be destroyed. With an obligation of \$180,000 per annum for the Hudson Bay Railway the Province would be financially crippled and schools, municipalities, agricultural societies and public works would receive little or no aid from the public treasury. The Legislature was not prepared to face such a state of affairs, and it was decided to rearrange the terms of the proposed assistance. The Act of 1887 was therefore repealed. *There was no division in the House on the motion for second reading of the Bill to repeal the Act of 1887. It was repealed unanimously.* When therefore the opponents of the Government attack them for repealing this Act it is clear that the attack is unfounded. No member of the Opposition voted against it (see Journals 1889, page 91).

Before the Act was actually repealed the company offered to accept a guarantee of interest on \$2,500,000 if the Government would agree fraudulently to allow the public to believe that the \$4,500,000 arrangement was to be carried out, so that the company could hold it out to capitalists as an inducement. This fraudulent arrangement the Government declined to agree to, and the negotiations fell through.

The Government were still prepared to assist the road to as large an amount as the financial resources of the Province would warrant, but the company, instead of attempting to make an arrangement with the Province, devoted all its energies to attacking the Government and endeavouring to destroy it.

In 1889 the Government offered a cash bonus of \$600,000. In 1890 a cash bonus of \$750,000; but the company gave no sign of attempting to make a bargain until 1891. In 1891 the company evidently came to the conclusion that the attempts made to destroy the Government were not likely to succeed and made a proposition that it could finance the undertaking for a bonus of \$1,500,000. This was considered almost too large a sum for the Province to give, but having regard to the importance of the scheme and the statement of the promoters that

no less a sum would suffice, the Government finally consented to the proposal, and an Act was passed to authorise the arrangement to be carried out (see statutes 1891, p. 109).

This Act provides that no payment shall be made or liability incurred by the Government unless and until a completed all-rail road to Hudson's Bay from the City of Winnipeg is built and in operation on or before May 1st, 1896, and the first one hundred miles of said railway completed on or before December 1st, 1892.

The entire course of dealing with the Hudson's Bay Railway Company on the part of the Government has been directed by two motives :—

1st. To get the railway with the least possible cost.

2nd. To prevent the company from fraudulently making a fortune out of the Government without building the railway.

The entire course of dealing on the part of the company has apparently been directed by the two following motives :—

1st. To bully the Government into giving them whatever was asked, no matter how unreasonable.

2nd. To get the aid in such a way that they might handle the money without the Province getting the railway.

The company in the year 1887 in effect did rob the Province of \$256,000 in bonds by getting bonds to that amount without fulfilling the statutory conditions and furnishing the security of the Land Grant. The result is, that this sum is totally lost, practically stolen from the treasury. This happened under the Norquay Government. The present Government have been very careful not to allow any similar stealings. This perhaps is one good reason why the promoters of the Hudson's Bay Railway are no friends of the Liberal party. It must be remembered however that the late Government were primarily to blame for this corrupt transaction. The Government were the guardians of the treasury and, without fraudulent connivance on their part, the steal could not have been perpetrated.

The present Act provides that this \$256,000 and interest shall be retained out of the \$1,500,000 to be given to the railway company, so that this loss will be recouped.

The aid agreed to be given under the present Act is most liberal. It is exactly the amount which the company asked for, and it is given upon the exact conditions finally suggested by the company.

It is now reported in the press that arrangements have been made to go on at once with construction to the Saskatchewan, and it is hoped that the road will be completed in the near future. This fact shews conclusively the wisdom of the course pursued by the Government. The following is a copy of the telegram on this subject which appeared in the *Free Press* of June 2nd, 1892 :—

“THE H.B.R. IS A GO.

“OTTAWA, June 1.—News received from England justifies the statement that the construction of the Hudson Bay Railway to the Saskatchewan River is an assured fact. A syndicate of bankers, at the head of whom are Armstrong and Co., of Broad Street, London, have underwritten the bonds. Ross, Mann & Holt are to be the contractors, and it is said work will commence before the autumn. C. H. Smith, one of the directors, is expected to return to Canada this week.”

VII.

ELECTION ACTS.

The Opposition have attacked the policy of the Government on the subject of the franchise. There is no subject upon which the Liberal party can more cheerfully submit its record, than upon this all important matter.

When the Liberal party was organized in opposition to the late Mr. Norquay, no one in Manitoba had votes except owners of real estate and tenants who were rated on the assessment roll, and if a person were rated (whether he owned property or not) in a dozen electoral divisions, he could vote in each one. Thus it happened that in almost the majority of elections the outside vote, corruptly brought in, decided the result of the election.

Owing to the agitation of the Liberal party in 1886, the farmers' son and income franchises were added, but the operation of the Act was clumsy and inconvenient. Many persons were still deprived of a vote, and the old abuse of

multiple voting still continued. In 1887 the Opposition forced an amendment which was intended to wipe out multiple voting. When the Greenway Government took office, one of its first measures was an Act relating to the franchise. It provided for a simple resident manhood suffrage, and one man one vote. The elections of 1888 were held under that law. The machinery of the election was the same as that of the Norquay Election Act of 1886. The compilation of the voters list and the conduct of the election was admitted by all parties to be most satisfactory.

It had always been the desire of the Liberal party to leave the preparation of the voters lists in the hands of the municipal clerks, and although the compilation of the lists in 1888 by enumerators had been satisfactory, it was determined in 1889 to introduce a measure providing that the work should be done by the municipal clerks. This Act was passed in 1889. The lists throughout the Province in 1889 were made up from the municipal lists, which were compiled by the municipal clerks. The result was that the lists were, almost without exception, utterly bad. They contained a multitude of names which should not have appeared, and the residents who were not owners or tenants of real estate, were left off in wholesale numbers. There is hardly a constituency in the Province in which an examination of the list of electors made up under the Act of 1889 will not show that it is the most incorrect and defective list ever made up for Legislative Elections for the territory which it covers. Fortunately there was only one election (Portage la Prairie) held upon the list of 1889. It was found also that work of getting the proper returns from the municipal clerks was so slow and unsatisfactory, that in a great many cases the list of 1889 was not completed and revised until 1890. The Portage la Prairie list for 1889 for instance, was not completed until April 1890, too late to be used for the municipal elections of 1890 (the municipal and legislative list being compiled together).

- The experiment of having municipal clerks compile voters lists for legislative purposes was thus given a fair trial and turned out a dismal failure.

The Act of 1889 was then repealed and the old Act of 1886 taken up again with some amendments. The amendments of importance were to the following effect ;

1st. The voters list was only to be made up previous to an election, instead of each year as formerly. This was a great and beneficial reform.

2nd. A new set of lists had to be compiled within a year of the general elections. This prevented a Government from springing a general election on the country on an old and defective voters list, as was done by the Dominion Government in 1891. This was a great and much needed protection to the people.

3rd. The Registration Clerk was not allowed to put any name on the voters list without an affidavit of qualification. This was designed to prevent stuffing of lists.

4th. The time for compiling the list was reduced to two weeks.

5th. The time for revising the list was reduced to two weeks.

The Act making these amendments was generally approved and passed without a division.

No elections were held under this Act and as the old Act of 1886 had been amended a number of times and was badly mixed up, it became necessary to revise and consolidate the law so as to make it intelligible. This was done by the Act of 1891. This is the Act about which so much has been said.

As introduced into the House it simply consolidated the law as it stood with no important changes except the following :

1st. The Registration Clerk was not bound to have affidavits of qualification in all cases. His authority was the same as in the Norquay Act of 1886, under which the lists of 1886 and 1888 were made up.

2nd. There was a clause enabling the Deputy Returning Officer to refuse a ballot to a person who fraudulently attempted to personate a voter.

This Act has been denounced in the strongest terms as an attempt to subvert the franchises of the people, but the above are the only changes of any importance whatever. As to them :—

1st. There is no doubt that it is unwise to require affidavits in every case. One man does not care to swear to the qualification of another, unless in the case of a neighbor or a person with whom he has intimate acquaintance. Many persons will not make the affidavits. The whole Mennonite population for instance would be disfranchised. No one else could swear to their qualification, and a Mennonite is prevented by his religion and will not make an affidavit or an affirmation to get on the voters list.

Thousands of persons entitled to vote will not go to the trouble of filing affidavits, and it would be an impossible work for a Clerk to go around and get affidavits. The clause in the Norquay Act of 1886 was in force and was used in the compilation of lists in 1886 and 1888, and the results were extremely satisfactory, the lists being in each case much more accurate for instance than the Dominion lists which are compiled by the County Judges. This clause therefore, as to the power of the Registration Clerk in compiling lists in the present Act, is precisely the same in effect as that in the Norquay Act of 1886, and under it has been compiled every voters list for a Provincial Election that has been used in this Province since 1885 (except the Portage election of 1891). If it be wrong, the Conservative party introduced it and placed it on the statute book. If it subvert the franchises of the people, these franchises must have been subverted by the Conservative party in 1886 unknown to the people.

The fact is that it is the reasonable and proper provision for the work that requires to be done, and no better provision has been or can be devised.

The Opposition want the old affidavit provision inserted. Mr. Fisher, who does not always support the Government, and who, after much study has written a pamphlet on election law, says that the affidavit provision is a monstrous thing. He (Mr. Fisher) wants the Municipal Clerks to compile the lists. The Government tried the Municipal Clerk plan and found it an utter failure. While therefore their critics are divided and cannot agree as to what they want, each asking for an impossible and impracticable provision, the Government have determined to abide by the old plan introduced by the Conservatives while in office which has worked so satisfactorily for years past.

2nd. As to the clause giving the Deputy Returning Officer power to refuse a ballot to a personator, this clause simply prevents fraudulent voting. The Deputy Returning Officer makes himself liable to a heavy penalty if he refuses a ballot to a *bona fide* elector. The provision only refers to the case of personators.

Another charge against the Government, though not against the Act as it stands, is that the Bill as it was introduced provided that only two weeks should be allowed for making up the list and two weeks for revision.

The Opposition say that this was intended to give the Government an advantage, and that although it was

changed and the time made sufficiently long, yet the intention was wrong. The answer to this is :

1st. The two weeks period was just as long for the Opposition as the Government.

2nd. These clauses were not new. They were not a change in the law. The law only allowed two weeks before the Act of 1891 was introduced. This provision was made by the Act of 1890 which the Opposition all supported and which the *Free Press* newspaper lauded to the skies. If the two weeks clause was a model of perfection in 1890, how comes it that it was the depth of infamy in 1891. The *Free Press* and Mr. Roblin said that the Act of 1890 was the best election law ever placed on the statute book. If so, the Opposition are now denouncing the Government for proposing to continue in 1891 what they said in 1890 was the best election law in the world.

Upon these three points therefore :

1st. Compilation of list by Registration Clerks.

2nd. Powers of Deputy Returning Officers.

3rd. Length of time allowed for compilation and revision of lists.

it is shown that there is absolutely nothing to sustain an attack on the Government.

What are the reforms in election law effected by the Liberal party ? They are as follows, and it may confidently be stated that no other party has ever effected so great and so beneficial a change in the same short space of time.

1st. Resident manhood suffrage *as against* property and income qualification.

2nd. One man one vote *as against* multiple voting and corrupt transportation of voters to out-vote *bona fide* electors.

3rd. Lists compiled only when required, *as against* troublesome yearly lists.

4th New lists to be made up for each general election, *as against* elections sprung on the people without due notice on old and defective lists.

Instead therefore of endeavoring to destroy the peoples power, it has been made impossible for any Government to take an advantage or to prevent a fair vote and an untrammelled expression of public opinion.

Another attack which has been made upon the Government in connection with the election law is that by an amendment which was introduced and passed at the last session of the Legislature the law was so changed that candidates are placed in a position to succeed in carrying elections by means of bribery without it being possible to unseat them for so doing. It is charged that the amendment was introduced with corrupt intent, that the effect is to relax the law prohibiting bribery at elections, and that therefore it is an extremely bad piece of legislation. The section referred to is as follows :

“ Where upon a trial of an election petition the Court decides that a candidate at such election was guilty by his agent or agents of any offence that would render his election void, and the Court further finds that

“ (a) No corrupt practice was committed at such election by the candidate personally and that the offences mentioned were committed contrary to the order and without the sanction or connivance of such candidate, and

“ (b) That such candidate took all reasonable means for preventing the commission of corrupt practices at such election, and

“ (c) That the offences mentioned were of a trivial unimportant and limited character, and

“ (d) That in all other respects so far as is disclosed by the evidence the election was free from any corrupt practices on the part of such candidate and of his agents.

“ Then the election of such candidate shall not by reason of the offences mentioned be void, nor shall the candidate be subject to any incapacity therefor.”

It will be seen from reading the above section that it bears out no such charge as has been made against it. The reason for the introduction of the bill was as follows :

When the Election Acts of Ontario and the Dominion were passed strictly prohibiting bribery by agents and rendering a member liable to be unseated for the corrupt acts of his agents, the intention was that the word “agent” should include only a person employed by the candidate, or a person for whom the candidate became responsible by directing or employing him.

When the Election Acts came before the various election courts, and it became necessary to define the meaning of the word "agent," the courts placed a very wide construction upon the word "agent," and year by year that construction became more and more enlarged so that the law became finally settled to be practically that if a person should interest himself in working for a candidate at an election and promoting the election, whether such person were authorized by the candidate or not, or whether such person were authorized by any authorized agent of the candidate or not, he would nevertheless be held in law to be an agent. The effect of this was that it became possible for one candidate's friends to profess to be supporting the other candidate and ostensibly in promoting the election to do some trifling acts in violation of the election law and thus render the member when elected liable to be unseated. Numerous cases have occurred in which there is very little doubt that this was done. Further than that the candidate might be elected by an overwhelming majority, and the petition being presented to unseat him, if it were proven that some person had supported the candidate though the candidate may never have seen him or heard of him or known of his existence, and although no person having the authority of the candidate had known anything about him, still if such person, whether ignorant of the law or not, should be shown to have hauled a voter to the polls in a hired rig or paid his fare upon the railway train, the member would be unseated. Although it were proven that the candidate was returned by a majority of 500 and only one voter was brought to the poll in a hired conveyance, the election was void. In fact in a majority of cases in which members have been unseated it has never been shown that the elections were carried by bribery or that bribery had any appreciable effect upon the election. On the contrary in a majority of cases the member has been unseated on account of some isolated unauthorized act which had no effect whatever upon the election and which the candidate never knew anything about. Such a state of things was manifestly unfair, and should have been remedied. So clear was this that, in the session of the Dominion Parliament held in 1891 after the general elections of 1891, the absurdity of the then state of the law was so strongly impressed upon the minds of the members of both sides of the Dominion House that an amendment was introduced for the purpose of affording some relief and of placing the law upon a more equitable basis. The Act passed in the Dominion Parliament in 1891 was

in the exact terms of the section above quoted. Reference to the Dominion Statutes, 1891, will show that the Act of the Legislature of Manitoba of last session above quoted is a precise copy of the Act of the Parliament of Canada passed in 1891. This section was passed in the House of Commons without a division, and was approved by both parties. The independent press and the press of both parties almost without exception strongly approved of the bill, regarding it as a necessary amendment of the law in order to prevent men from being ruined by vexatious protests.

In consequence of the passage of the Act in the Dominion House in 1891, and of the attention that was drawn to the state of the law, the same legislation was introduced and passed through the Manitoba Legislature in 1892.

VIII.

PUBLIC SCHOOLS ACT.

Up to 1890 the system of schools in this Province was as follows :

There were two separate kinds of public schools, one Roman Catholic and one Protestant. The Protestant schools were under the jurisdiction and management of a Protestant Superintendent and Board of Education. The Catholic schools were under the jurisdiction and management of a Catholic Superintendent and Board of Education. No Catholic was obliged to pay school taxes in a Protestant school district. No Protestant was obliged to pay school taxes in a Catholic school district. Each district, Catholic or Protestant, had power to levy taxes on its own people for the support of the school. Each district, whether Catholic or Protestant, was supposed to get its legitimate share of the legislative grant. Upon its face this would appear to be an arrangement which gave Catholic and Protestant equal rights. It was not so for the following reasons. The Protestant districts hired qualified teachers, taxed themselves, built school houses, submitted themselves to a proper system of inspection, and conducted in good faith a proper system of education. The Catholic districts on the other hand, under the guidance of the Church, did the very opposite. They did not tax themselves for the purpose of furnishing educational advantages for the

children to anything like the same extent they should have done, in order to carry out the intention of the law. In many cases they made the pretence of having a school, which furnished no education whatever to the children of the district, but drew more than its share of the Government money. How this was cannot be explained, because the money was divided on the basis of the school census. There is only one explanation of it, and that is, that the census from the Catholic districts was incorrect. Catholic districts undoubtedly had a larger share of the legislative grant assigned to them than they were entitled to, even had their schools been properly conducted. As a matter of fact their schools were not properly conducted. This statement is proven by the lack of education, and general illiteracy of the young people of the districts where these schools were carried on. So marked is this lack of education that at a late session of the Legislature, when the Municipal Act was being consolidated, one of the members representing a constituency of this kind, objected to the qualification clause of the Municipal Act requiring that a municipal councillor should be able to read and write. In fact the lack of education among the young people, especially where these Catholic separate schools have been carried on, and no other means of education afforded, is simply deplorable.

By the Public Schools Act of 1890, and the Department of Education Act of 1890, the Board of Education with its two sections, Catholic and Protestant, and all distinctions, so far as the law was concerned, between Catholics and Protestants were abolished, and one system of public schools was established, the law requiring that every body should pay taxes to support these schools.

They are under the control of the Government and an Advisory Board, composed of men who are well versed in educational matters. A competent set of inspectors is appointed, one of whom takes charge of each of the divisions into which the Province is divided. They travel from school to school and require that the standard of each school shall meet the requirements of the Department. No teacher can be employed unless qualified, and no school can receive Government money unless it is carried on in accordance with the requirements of the Public Schools Act. Thus a uniform efficiency in education is provided, which, in a few years, if properly supported, will have the effect of wiping out the ignorance and illiteracy characterizing these districts where the old Catholic schools were carried on. The Clergy of the Roman Catholic Church

have made up their mind to contest this system of schools and they do so in two ways.

1. By attacking the constitutionality of the law.

2. By endeavoring to persuade their people not to take advantage of the law, not to recognize it, not to act under its provisions. As a matter of fact in a great many places the Roman Catholic people have come in and taken the benefit of the new Act and are desirous of continuing to do so. It is confidently believed that if the agitation in regard to the constitutionality of the Act were once settled a great majority of the Roman Catholic people would see the advantage of the system of education provided for their benefit, and would hasten to avail themselves of its advantages. The past experience of the Department has been such that there is no doubt that this will be the result.

So far as the legal aspect of the case is concerned, the only point that is involved in the case of *Barrett vs. Winnipeg* which has been lately appealed to the Judicial Committee of the Privy Council is, as to the right of the Provincial Legislature to pass a law which shall compel Roman Catholics to pay school taxes for the support of the public schools. No other point is involved in the case although incidentally the decision of the Supreme Court would seem to indicate that in their opinion neither Catholics, Presbyterians nor Episcopalians could be compelled to pay taxes to support public schools. So far as the Roman Catholics are concerned the only point is, as stated, whether they can be compelled to pay school taxes. Should a decision against the constitutionality of the Act in this respect be finally given it will not in any way have the effect of compelling the Province to re-establish separate schools or to grant public moneys for the maintenance or assistance of such schools. This point should be clearly understood. The Legislative grant is entirely within the discretion of the Legislature. There is nothing in the constitution directly or indirectly requiring that it should be paid in any particular way, and if the Legislature so desires, it need only be paid for the support of public schools. This is unquestionably the law, and will not be affected by any decision which may be given in the case now before the Courts.

The record of the Opposition upon the School Act is as follows :

1. All the French members opposed the bill bitterly from the beginning.

2. When the bill came up for its second reading all the members of the Opposition who were present in the House voted against it, and those of them who were away, with the exception of Mr. Roblin explained on the following day, that they had been absent by accident, and would have voted against the bill had they been present.

3. When the bill came up for its third reading all the members of the Opposition without exception voted against it. After the session was over, two of the English speaking members of the opposition Messrs. Wood & O'Malley signed a petition to the Governor-General-in-Council asking him to disallow the Act. The Act was passed in the session of 1890 and in the following summer a convention of those opposed to the Government was held in the City of Winnipeg at which most of the members of the Opposition were present including those who had seceded from the Government party on account of the passage of the School Bill. At this convention, which was called for the purpose of properly organizing the opposition to the Government, a resolution was passed approving of the conduct of the Opposition, but no resolution was passed stating what the views of the convention were in regard to the School Act. It will thus be seen that the only action taken was the approval of the conduct of those who had opposed the passing of the measure by every means in their power, and who had subsequently endeavored to secure a disallowance of the statute.

At the last convention held by the opposition, when their candidates had had an opportunity of finding out what the people thought of the matter, they wheeled around and came out straight for public schools. It will be interesting to note that among the delegates who did this were the following :

Messrs. WOOD,
O'MALLEY,
MARTIN,
JEROME,
LAGEMODIERE,
MARION,
HARTNEY.

IX.

PUBLIC INSTITUTIONS.

In this department the following institutions have been erected :—

1. *The Deaf and Dumb Institution at Winnipeg.* Prior to the erection of this institution there was no place in Manitoba in which children who were deaf and dumb could be educated. It is known that many persons, born totally deaf, are dumb, not from the lack of the organs of speech, but from having been in infancy unable to hear the human voice. These persons could not be taught without a special institution for that purpose. The consequence was that children thus afflicted were growing up in entire ignorance, unable to read, write, hear or speak ; some of them reaching the years of maturity almost without the consciousness that they were human beings. Few persons have any idea of the absolute vacancy of the mind of a person who has been always deaf and dumb, and few people have any idea of the perfection in the methods of education which have been adopted for the training of this class of people. In the Deaf and Dumb Institute in Winnipeg these people are educated. Those of them who have the organs of speech are taught to speak ; all of them are taught to read and write. Those of them who are not possessed of the organs of speech are taught the language of signs. It may be confidently stated that there is no institution in the Province which has done so beneficial a work in proportion to the amount of money expended upon it as the Deaf and Dumb Institute.

2. Another institution constructed was the Home for Incurables at Portage la Prairie, where persons incapable of being cured of the diseases from which they are suffering and who are permanently disabled, are given a home where they are properly cared for by experienced nurses and attendants.

Persons who are able to pay for their maintenance are required to do so, otherwise they are admitted and taken care of at the public expense.

3. Another institution constructed by the Government is the Asylum at Brandon, which now accommodates about 50 persons. It was found that the Asylum constructed at Selkirk became so crowded that it was impossible properly to treat the unfortunate people who were confined there,

for lack of sufficient room for their accommodation. They were removed to the building which had been constructed at Brandon for the purpose of a Reformatory. It is now found necessary to double the size of this building. This work will be done during the present season.

X

MANITOBA CENTRAL RAILWAY.

Before the general election of 1888, there was a railway Company in existence called the Manitoba Central. This Company was chartered by the Manitoba Legislature. The charter had been enacted and disallowed one or more times, while the Dominion Government was pursuing what was known as the disallowance policy. The promoters of this Company hoped that when the disallowance policy was stopped, their charter would be re-enacted and that they would get assistance from the Local Government to enable them to proceed with the construction of their railway line. The proposed line was from Winnipeg to Portage la Prairie and westward. It appears that the promoters of this Company were in negotiation with the Northern Pacific Railway as middlemen, with the object of selling out their charter to the N. P., and that the Manitoba Central Company made a proposal to the Local Government to build a line westward from Winnipeg to Portage la Prairie, if the Government would guarantee interest at 5 per cent for 25 years on the bonds of the Company to the extent of \$5000 per mile, and give the Company a bonus of \$100,000 towards the construction of two bridges across the Assiniboine River, one at Portage la Prairie and one at Winnipeg. This offer was never accepted by the Government for various reasons.

1st. Because of the fact that it was doubtful if the Manitoba Central Company had the financial ability to carry out the contract. Experience had shewn, in the case of the Dominion Government that it was most unsatisfactory for the Government to make the contract with a Company not financially strong, the natural result being that the Company dragged along year after year without carrying out the contract, coming to the Government periodically for some modification of the terms or some increased assistance.

2nd. Another reason why the Government did not entertain this proposal was that the line of railway, which the Company felt themselves able to undertake, was not of sufficient extent to be of any great value.

It was charged that shortly after he was sworn into office, Mr. Greenway made corrupt proposals to the Company to the effect, that if he gave them the legislation and assistance required, they should furnish \$12,500 as an election fund for the Government. This charge was made on the strength of a declaration made by one J. B. McArthur, who was formerly the solicitor of the Manitoba Central Company. Shortly after it was made, however, private letters of the same McArthur were produced and published by Mr. Greenway in the Legislature shewing that in connection with this same matter McArthur had been conspiring or attempting to conspire to make false charges against Mr. Greenway, and black-mail him by making threats and inducing him to pay money to McArthur to avoid disclosures. These letters were produced in McArthur's own handwriting. The letters admitted distinctly that McArthur had nothing to act upon and that the whole scheme was a black-mailing one having no foundation. Mr. Greenway moved for a Royal Commission to investigate this charge. The commission was issued to Mr. Justice Killam one of the Judges of the Queen's Bench. The persons who made the charge were called upon to come before the Commissioner and prove it, but they declined to do so. In fact the production of the letters of McArthur so completely disproved the charge that it was useless to think of substantiating it. In this connection it may be further said that the Board of Directors of the Manitoba Central subsequently published a statement for the information of the Legislature, in which they denied that Mr. Greenway or any other member of the Government had ever asked for or proposed the payment of any money as a consideration for legislation or assistance. In further proof of this fact may be cited an interview with Mr. R. P. Roblin, the present leader of the Opposition. Mr. Roblin was a member of the Board of Directors of the Manitoba Central Railway, and was active in promoting the interests of that Company. In August 1888 Mr. Roblin may be said to have broken practically with the Government in as much as he placed himself in opposition to them about that time. In October 1888 Mr. Roblin was interviewed by a representative of the Sun newspaper, an independent newspaper published in Winnipeg at that time. It has been said that Mr. Roblin revised the proof

sheets of the interview, and may be therefore taken to have made himself responsible for everything which he is reported in the interview to have said. The interview in the *Sun* reads as follows :

“ Mr. R. P. Roblin, M. P. P. for Dufferin, returned from the east this morning, where he attended a meeting of the Dominion Grain Board at Toronto, along with Messrs. S. Nairn and D. G. McBean, on behalf of the Winnipeg Board of Trade. A *Sun* reporter met Mr. Roblin at the station on his arrival, anxious to learn something of the proceedings at Toronto, but until a formal report had been made, to use the old phrase, the genial grain man is “ as dumb as an oyster.”

“ It was unnecessary to inform Mr. Roblin that a series of political squalls had struck the Province since his departure and in a manner interesting to him, as the trouble had sprung out of the Manitoba Central Railway, a corporation of which Mr. Roblin is one of the leading lights. “ ‘ What’s in the whole business, Mr. Roblin?’ asked the reporter.

“ As a member of the Manitoba Central Railway and one of the Board of Managers,’ replied Mr. Roblin, ‘ I may say that I interviewed Mr. Greenway several times and Mr. Martin once, in company with other Directors, and nothing was said, either directly or indirectly, or by way of implication, that was not in the interest of the Province and the enterprise, and so far as I know, the statements made by the Free Press are entirely without foundation.

“ ‘ What about those alleged communications said to have passed between the Manitoba Central Railway and the Government?’

“ ‘ I know nothing of them. Nothing ever passed between Mr. Greenway and any other member of the Board that any member of the Manitoba Central Company or Mr. Greenway need be ashamed of; that is as far as I know.’

“ ‘ Well,’ added the reporter.

“ ‘ And you can say right here that when I became identified with the Manitoba Central Railway I took the precaution to speak to Mr. Greenway in private, and say to him, that while promoting the interests of that road, if he thought it was not in the best interests of the Province to grant requests made, he (Greenway) was to refuse, and

"I would not consider myself badly treated, working as I was for the best interests of the Province."

"What do you think of the libel suit?"

"I have nothing to say in reference to that, but I believe that the *Free Press* has been imposed upon, so far as its articles in reference to the Manitoba Central Railway are concerned."

"Mr. Roblin, in talking to the reporter, seemed to weigh his words and spoke with great seriousness on the whole question."

This interview shows most conclusively that Mr. Roblin, although not friendly to the Government and although most familiar with all the transactions which took place between the Company and the Government, stated emphatically that there had been nothing wrong. The following two sentences may be taken to dispose of the accusation :

1. "Nothing ever passed between Mr. Greenway and any other member of the Board that any member of the Manitoba Central Company or Mr. Greenway need be ashamed of, that is so far as I know."

2. "*I have nothing to say in reference to that (that is the libel suit) but I believe that the Free Press has been imposed upon so far as its articles in reference to the Manitoba Central Railway are concerned.*"

It will be seen, moreover, that the Manitoba Central Company, its press, its directors, its friends, say that there is nothing in this charge, that they never heard of the transaction that is alleged, and the same thing is stated by Mr. Roblin, perhaps the bitterest enemy that Mr. Greenway has. The Manitoba Central has always denied any knowledge of the said transaction, and the only people who ever tried to bring it forward were McArthur, who is proved over his own signature to have entered into conspiracy to blackmail Mr. Greenway by making false statements on this very subject, and the *Free Press* people who, in the nature of things know nothing about it, and in fact did not claim to have any personal knowledge of it.

(a.) Mr. Greenway has denied the charge on oath.

(b.) He had a Royal Commission appointed to give an opportunity to his accusers to prove the charge.

(c.) His accusers have refused to go before a Royal Commission.

(d.) The Manitoba Central Board deny the transaction. Mr. Roblin denies the transaction, and nobody can be found to say that he knows anything whatever about it. If there had been the slightest possibility of establishing it or even throwing a doubt upon Mr. Greenway's position, it would have been done before the Royal Commission, because the Government expressly offered to bring McArthur here and give him a safe conduct as against any criminal prosecution which he might have to fear.

XI.

FINANCES.

One of the most pronounced charges which was made by the Opposition to the Norquay Government was as to their extravagance, and one of the most prominent of the promises that Mr. Greenway and his friends made was, that if elected to office they would reform the financial administration. The principal promise in that connection was, that they would reduce the cost of what is known as the Civil Government, that is to say, the expenses of running the machinery of the Government. This promise was put into direct form by stating that the expenses of the Government would be reduced by \$50,000 per annum. The following figures shew to what extent this promise has been redeemed :—

COSTS OF CIVIL GOVERNMENT.

The costs of the Civil Government was—

In 1887	\$259728 62
In 1889	139196 87
In 1890	163012 50
In 1891	154769 13
As against 1887 the saving in 1889 was....	\$120531 75
In 1890	96716 12
In 1891	104959 49
Total saving	<u>\$322207 36</u>

A few illustrations may be given of the way in which savings were effected. For instance, in 1889 as compared with 1887

SOME SAVINGS EFFECTED BY PRESENT GOVERNMENT.

(See also page 46.)

For printing, stationery and advertising alone a saving was effected in '89 as compared with '87 of	\$46,103 01
In the Municipal Commissioner's Department	
In 1887 the expenses were	7850 00
In 1891 " 	1335 00
	<hr/>
A net saving of	\$6515 00
	<hr/>
The Audit Office cost in 1887	\$4175 00
In 1889	1652 54
	<hr/>
A saving of	\$2522 46
	<hr/>

It has been said that the saving which the Government effected was effected by cutting down the salaries. It is true that some salaries were cut down, but that is not the way in which the saving was effected, because the average salary of the Government official at the present time is higher than it was when the present Government came into power. Although in some cases salaries were cut down, still, speaking generally, the large saving was made by dispensing with the services of useless and unnecessary officials, and by avoiding unnecessary expenditures in the various Departments. When it is pointed out that in the one matter of printing, advertising and stationery \$46,103.01 was saved in one year it can be readily understood how the total saving was made up.

REVENUE OF PROVINCE SINCE 1882.

Below is given the net ordinary revenue of the Province since 1882:—

1882	\$254536 67
1883	288137 68
1884	293897 61
First half of 1885	148553 10
1885-6	474503 50
1886-7	493833 96
Second half of 1888	250248 84
1889	486990 43
1890	484199 36
1891	490916 82

It will be seen from this statement that the years 1885-6, 1886-7, 1889, 1890 and 1891 can be compared in

respect of the various public expenditures and merits of the Government in connection with such expenditures, because the revenue during these five years outside of capital account, borrowed money and a few exceptional items, was substantially the same. To shew the difference between this ordinary revenue applicable to the payment of ordinary expenditure, a statement is given herewith by way of illustration.

1886-7.

Subsidy.....	\$435860	98
Other Ordinary Revenue.....	57972	98

Total Ordinary Revenue.....	\$493833	96
-----------------------------	----------	----

Exceptional Revenue :

Registry Offices	} \$8795 12 { \$	779 05
Land Titles Office		8016 07
Provincial Lands.....		320 00
Interest.....		3365 09
Refunds.....		576 13
		<hr/> 13056 34

	506890	30
Trust Accounts.....	104516	07

Total.....	\$611406	37
------------	----------	----

1891.

Subsidy	\$435595	74
Other Ordinary Revenue.....	55321	08

Total Ordinary Revenue.....	490916	82
-----------------------------	--------	----

Exceptional Revenue :

Land Titles Offices.....	\$ 47640	52
Interest	42063	19
Refunds.....	2965	87
Provincial Lands.....	2481	65
Insurance of D. & D. Inst....	4416	15
	<hr/> \$ 99567	38

	\$590484	20
Trust Accounts.....	148611	39

Total.....	\$739095	59
------------	----------	----

To show wherein the saving of \$104,959.49 as set forth on page 43 in 1891 as compared with 1886-7 was effected a statement of the expenditure for Civil Government in these years is given herewith:

\$104,959.49 SAVED IN 1891, AS COMPARED WITH
1886-87.

Department.	1886-7.	1891.	Savings.
Legislation.....	\$72016 33	\$39360 37	\$32655 96
Executive Council.....	19242 27	3246 85	15995 42
Treasury	11901 10	6974 76	4926 34
Provincial Secretary...	17871 30	6852 45	11018 85
Agriculture.....	19107 63	11987 63	7120 00
Attorney-General.....	84324 48	51980 19	32344 29
Provincial Lands		*1610 80	
Railway Commissioner.		*503 31	
Public Works	35265 51	30893 10	4372 41
Municipal Comm'r....		*1359 67	
Totals.....	\$259728 62	\$154769 13	\$108433 27
Less 3 items (*).....			3473 78
Total saving			\$104959 49

EDUCATIONAL EXPENSES.

The grant which was given by the old Government for public schools in the last year of their administration was \$65000. The grant for public schools under the old Government was never in any year greater than \$65000, so that the largest sum which had to be administered by the Board of Education in any year was \$65000.

The expense of administering educational affairs under the late Government ran as follows :

1885.	\$6348 86
1886.	6509 59
1887.	7442 94

Under the present Government the old system was continued by which the educational affairs were carried on by the Board of Education in 1888 and 1889.

The expenses in 1888 were	\$7955 79
In 1889	7847 34

A new system was then introduced whereby the Government took over the management of the educational affairs themselves, they being handled by the Department of Education, which is composed of the members of the Government. Under this system there was a marked decrease in the expenses. The expenses were.

In 1890.....	\$3833 43
In 1891.....	3692 53

It will therefore be seen that whereas under the old system under the late Government the cost of administering \$65000 was \$7442.94, under the present system the cost of administering \$120,000 is \$3692.53. In addition to this the difference in the number of schools might be noted,—

In 1887, the last year of the old Government, when the expenses were \$7442.94, there were 575 schools then organized.

In 1891, when the expenses for administering \$120,000 were \$3692.53, there were 774 schools then organized.

DIRECT GRANTS TO PEOPLE IN 1891, AS COMPARED WITH 1886-87.

Money which was saved by keeping down expenses was applied in making grants for the direct benefit of the people generally. As an illustration of this there is given below a statement of the moneys granted for the direct benefit of the people in 1886-7 on one hand and 1891 on the other hand.

	1886-7.	1891.
Education	\$65000 00	\$120000 00
University of Manitoba.....	1000 00	3500 00
Hospitals	10879 13	15347 37
Children's Home, St. Boniface		
Orphanage, etc	1000 00	1700 00
Manitoba Rifle Association....	250 00	250 00
Historical and Scientific Society	250 00	250 00
Prairie Fire Sufferers.....	10196 00	
Board of Agriculture.....	2500 00	
Agricultural Societies	6300 00	12255 00
Dairy Instruction.....	2292 05	
Farmer's Institutes		545 80
Provincial Exhibition	5000 00	7500 00
Permanent Exhibition Buildings	9910 00	
Collection of Exhibits		1305 72
Immigration	5248 94	22778 68
Maintenance of Asylum, Selkirk	24079 61	23751 48
Maintenance of Asylum, Brandon		6723 66
Maintenance of Deaf and Dumb		
Institute		7527 53
Maintenance of Home for In-		
curables		9970 73

Maintenance of Reformatory ..		1996 76
Drainage	23452 96	2334 13
Bridges and Public Works....	17752 70	9209 57
Aid to Municipalities.....		59996 79
Colonization Roads.....		10747 95
	<hr/>	<hr/>
	\$185111 39	\$317691 17

This comparison shows a difference in favor of the present Government for one year of \$135,579.78.

To show the total amount of money which has been granted by the Government for the direct public benefit during the last four years, there is given below a statement of these grants in bulk.

TOTAL AMOUNT DIRECT GRANTS TO PEOPLE LAST FOUR YEARS.

Education, schools and University.....	\$ 430,344 87
Aid to municipalities	238,088 51
Bridges, colonization roads, etc	57,948 20
Maintenance of asylums and public institutions.....	125,902 86
Hospitals, Children's Home, etc	45,289 25
Immigration	58,897 97
Agricultural societies, etc.....	56,963 19
Other grants	1,750 00
	<hr/>
	\$ 1,015,184 85

In order to show the percentage of money expended in public services out of the net ordinary revenue of the Province during the period when the revenue has been practically uniform, we give the following statement :

PERCENTAGE OF ORDINARY REVENUE GIVEN IN DIRECT GRANTS TO PEOPLE IN YEARS '85 TO '91.

Year.	Ordinary Revenue.	Expenditure on Public Service.	Percentage of ordinary Revenue.
1885-6	\$474503 50	\$159504 74	34 per cent.
1886-7	493833 96	185111 39	37 per cent.
1st hf. 1888	250248 84	165249 51	66 per cent.
1889..	486990 43	253930 52	52 per cent.
1890..	484199 36	281311 73	58 per cent.
1891..	490916 82	317691 17	65 per cent.

It is evident that the Opposition are very much afraid of the record of the Government upon the subject of these grants, because a most determined attempt has been made to create a false impression in regard to the action of the Government in this respect. In order to do this, a cooked statement has been prepared which does not fairly shew exactly what the facts are. It is set forth as follows :

Under the head of *Aids to Municipalities, Bridges, Public Works, Drainage and Roads*, Mr. Roblin in his address in the Legislature gave this statement.

Mr. Roblin's statement was, that these grants were as follows :

MR. ROBLIN'S STATEMENT OF DIRECT GRANTS, '82 to '91.

In 1882.....	\$49763 13
1883.....	86691 77
1884.....	86457 15
1886.....	44364 60
1887.....	57295 76
1889.....	73381 15
1890.....	78820 43
1891.....	48996 57

It will be noted that Mr. Roblin has innocently avoided including in his statement the school grants which would have shewn an increase in the present Government grant of about \$60,000 a year in each of the last two years, and he has included drainage in which the old Government spent a large amount of money uselessly, and in which the present Government has spent very little, on account of the fact largely that there has been a succession of dry years since they have been in office.

It will be found that the total grant given in his (Mr. Roblin's) statement for the years 1882, 1883, 1884, 1886, 1887 is \$325,572.41. This grant amounting to the total sum stated, Mr. Roblin puts down as having been given by the late Government out of its revenue. This is a mistake. These moneys were not given out of the revenue.

The Norquay Government continually exceeded its revenue, and during the five years mentioned above the

Government drew from the Capital account at Ottawa,
the sum of.....\$150000 00
It drew on School Lands account.. 30000 00
It ran behind and left a deficit of.. 315000 00

Making the total spent on Capital account....\$495000 00
As against this was the Selkirk
Asylum which cost.....\$150000 00
They spent on the R. R. V. R.... 62000 00

Making total credits 212000 00

Leaving balance capital used up.....\$283000 00
which is the amount the Government spent over ordinary
revenue in giving their public grants and carrying on the
business of the Province.

As above shewn, according to Mr. Roblin the total
grant during the five years amounted to.....\$324572 41
Deduct from this the above Capital account... 283000 00

It leaves a balance of.....\$ 41572 41
This amount \$41,572.41 is therefore the total amount
which was given by the late Government *out of the revenue*
in the five years mentioned, for the purposes set out in
Mr. Roblin's address. In four years, the present Govern-
ment have given for the same purpose without taking a
dollar out of the Capital account or borrowing money
\$296,036.11

In this connection it should be remembered that the
figures given by Mr. Roblin practically represent by far
the greater portion of the moneys which were spent by the
late Government for the benefit of the people. Whereas
the figures given on behalf of the present Government
represent only a small portion of what has been given.

The only way of making a comparison is by taking
the total amount of the moneys granted for public services
by the late Government when its revenue was practically
the same as that of the present Government, and compar-
ing it with what has been given during the last four years.
The statement which is given on page 48 shews that dur-
ing these four years over one million dollars has been given
for direct public service.

The statement given on page 47 contains the amount
granted for public services in 1886-7 as against 1891, when
the revenue of the Province was substantially the same. A

still further illustration on these points was given in last statement on page 48. To show it still more clearly observe the following figures :

The total ordinary revenue for the last two years of the late Government, namely, in 1885-6 and 1886-7, was.....\$967337 46

The expenditure for public service of all kinds was..... 344616 13

The total ordinary revenue during the last two years of the present Government, viz., 1890 and 1891, was..... 975116 18

The expenditure for public services of all kinds during these two years was..... 599002 90

The effect of the above statement is to show that in the years 1890 and 1891 the present Government had a total ordinary revenue besides all borrowed money and trust funds, etc., amounting only to \$6778 73 more than the ordinary revenue of the late Government in 1885-6 and 1886-7, and that during the said period they gave for public services more than the late Government by \$254,386 77.

In reply to some of Mr. Roblin's criticisms of the Treasurer's statement, it would not be out of place to point out:—

MR. ROBLIN'S CRITICISM OF EXPENDITURE IN ATTORNEY-GENERAL'S DEPARTMENT.

1. That his criticism of the expenses of the Attorney-General's Department in 1886 and 1887, as compared with 1890 and 1891, are incorrect, which arises from the fact that he has apparently not been aware of what the items in the public accounts mean.

The actual facts are that the expenses in 1886 were.....\$14307 31
In 1887 10764 76

Total for the two years\$25072 07

The expenses of 1890 were.....\$ 9776 01

NOTE.—Mr. Roblin makes a mistake in this year by including \$1149 02 paid to Munson & Allan, which was for services rendered to the old Government. \$135 50 paid to Biggs & Co., being taxed costs of a proceeding which arose under the old Government and costs of the *C. P. R. vs. Cornwallis*, \$427.11,

which has nothing to do with the Attorney-General's Department whatever.

The expenses in 1891 were..... 11463 44

NOTE.—Mr. Roblin's mistake here consists in charging against the Department in 1891 expenses connected with the R. R. V. R. arbitrations for right of way. These were left as a legacy to the Government by the late Government, and the present Government are in no way responsible for them. They have nothing to do with the Department.

Total	\$21239 45
The proper figures for 1886 and 1887 are....	\$25072 07
For 1890 and 1891	21239 45
Or a difference in favor of the present Government of	\$3832 62

It is well to say, however, that these figures give no opportunity of judging of the expenditure of the Government in this Department, because the items include expenses arising from miscellaneous transactions in connection with the Government in all Departments, over which it is impossible to have complete control. The expenses properly of the "Attorney General's Department" for legal services rendered to the Government are included under the item of Crown Prosecutions, and the estimate for the year 1892 for this work is \$2,000, which amount will entirely pay all the expenses of that nature for the year. That which is controllable in the Attorney-General's Department is the amount and number of salaries paid and the expenses of the office, and it will be seen by the statement above given on page 46, that there has been a very large cutting down of expenses in this way.

During the present year there is estimated in the Attorney-General's Department, for Constitutional Litigation, no less than \$20,000.00, which will be expended almost entirely, if not altogether, for the expenses of the school case. It would be quite as reasonable to charge the Department with extravagance, and add this whole sum to the expenses of the Department for the purpose of substantiating the charge, as it is to add in the expenses to which Mr. Roblin's statement refers.

MR. ROBLIN'S CRITICISM OF COSTS OF CIVIL GOVERNMENT.

In Mr. Roblin's budget speech he further attempts to shew that the cost of Civil Government is greater than it was under the late Government, and in order to do so he adopts a method of compiling his figures not adopted in any other Province in the Dominion.

The term Civil Government is merely a relative term. It is in all the Provinces understood to mean the salaries of the departments and the expenses of the offices. A statement of the details of this kind of expenditure, namely for Civil Government would shew exactly the results which were given above in the statement on page 46.

Mr. Roblin in his budget speech includes in the cost of Civil Government such items as *interest, constitutional litigation, maintenance of Public Institutions*, and in the Educational Department *the salaries, not only of the officials of the Department, but also the salaries of some of the teachers and inspectors*, which have nothing whatever to do with the expenses of Civil Government, and in which the amount of money expended without looking at the services rendered or the Institutions which may be in question, gives no indication whatever as to whether the Government is extravagant or otherwise. Such statements are altogether valueless, no conclusion can be drawn from them.

Mr. Roblin's classification of the expense of maintaining Public Institutions was questioned in the Legislature. In answer to the question upon this point, he stated that the expense of maintaining Public Institutions was placed under the head of Civil Government in all the other Provinces. *The fact is that these expenses are not placed under the head of Civil Government in any one of the other Provinces, as was shown subsequently in the debate.*

Disputes have arisen over two points, which are important in connection with our finances.

CASH BALANCE IN TREASURY, 31ST DEC., 1891.

One is as to the amount of cash in the treasury at the end of December, 1891.

The treasury statements are as follows :

Cash in Imperial Bank	\$ 191888 96
Bank of Ottawa.....	194986 30

Union Bank.....	100000 00
Commercial Bank	80661 35
Cash in Vault	2 49

Total.....\$567539 10

before the receipt of that year's subsidy which came in on January 6, 1892.

In these amounts were included certain trust funds amounting to\$182539 10

Mr. Roblin claims that there were other Trust moneys included in the cash balance, and he gave a statement of them according to his view. In doing so he fell into a serious error, by charging up as against the cash balance in the Treasury, certain trust moneys which were not held as cash in trust by the Government, having been received and invested by the Government according to law. The Government holds the securities for the moneys on account of the various trusts. For instance in this way there are the following items charged against the Treasury's cash balance, which are not cash in the hands of the Government, but are represented by investments :

Municipal Commissioner, Sinking Fund Investment, see Public Accounts, folio 190, of 1891	\$ 46941 11
Land Titles Office Assurance fund.....	13721 57
Then the law fee fund he charged against the Government as a trust fund. Whereas it in fact belonged to the Government although intended for special purposes. It amounted to	25068 22
	<hr/>
	\$ 85730 90

This amount \$85730.90 is the amount of the mistake which Mr. Roblin fell into, in dealing with the cash balance. Mr. Roblin has admitted a cash balance belonging to the Province of.....\$298845 71

Add to this the amount improperly deducted.. 85730 90

Total cash balance\$384579 61

AMOUNT OF DEFICIT OF LATE GOVERNMENT.

Another dispute arises as to the amount of deficit left by the late Government. When Mr. Jones was acting as Provincial Treasurer in 1888, he made a statement in his budget speech not of the deficit which existed on January 16th, 1888, but of the amount which, at that time, he estimated would be necessary to square up the affairs of the Province on July 1st, 1888. Mr. Jones was not then able to say with absolute accuracy what the position of affairs was, because when he came into the Treasury Department the cash book was not written up, and an investigation was then going on.

Mr. Jones' statement was merely a preliminary statement made up with imperfect information, but we now know exactly what the position is because we know what money has actually been paid out and what funds have been replaced, since the time Mr. Jones' statement was made.

We have the certificate of the Provincial Auditor, who is not an officer of the Government but is an officer of the Legislature responsible to all the members on both sides of the House, to shew what this deficit amounted to. Here is a copy of the certificate.

PROVINCIAL AUDITOR'S CERTIFICATE AS TO DEFICIT ON 16TH JANY, 1888.

" Cash Deficit or Shortage and Liabilities of Government
" on January 16, 1888.

" Subsidy received January 7, 1888, being ad-

" vance payment\$213858 07

" Less cash on hand 15307 72

"

" Balance\$198550 35

" Due to Court of Q. B. in Equity, and interest 32761 86

" " " Com. Law " .. 8705 05

" " M. S. W. Col. R. Deb. acc. " .. 10976 40

" " Man. & N. W. Ry. " " .. 982 90

" " Land Titles Assurance Fund " .. 5184 99

" " Wholesale Liquor License Depositors.. 2500 00

" " Unclaimed Moneys 311 17

"

" \$259972 72

“ Liabilities since paid :

“ Jos. Williams, Brandon C. House. \$ 2129 37

“ Education Grants—

“ Total for year....\$ 84915 28

“ For 1st half-year.. 42457 64

“ Only paid..... 18000 00

“ Balance unpaid..... 24457 64

“ Special Aid to Municipalities .. 1538 11

“ Sundry Accounts 26902 16

“ 55027 28

“ \$315000 00

“ Certified correct,

“ (Signed,) GEO. BLACK,
“ Provincial Auditor.

It has been said that the present Government were instrumental in placing a debt upon the Province of one million and a half dollars, and that public grants, etc., have been paid out of the proceeds of this loan.

The following is a statement showing the expenditures on capital account since this Government came into power :

EXPENDITURES ON CAPITAL ACCOUNT UNDER PRESENT GOVERNMENT.

Deficit of the late Government..\$315000 00

N. P. & M. Ry..... 532250 00

Investments in debent's (in hand) 105000 00

Interest on Ry. Aid Debentures

issued by the late Gov't secured

by land grant, (except Hudson

Bay Railway interest)..... 214000 00

Cash on hand (net)..... 385000 00

Moneys expended on new public

buildings..... 191000 00

\$1,742,250 00

Proceeds of Bonds1544324 45

Received out of R. R. V. R 62000 00

1,606,325 45

Balance..... \$135,924 55

Therefore the Government have in addition to all payments and direct grants to the people set out in statement on page 48 and after payment of all expenses of the Government applied on capital account, \$135,924.55 out of ordinary revenue.

XII.

REDUCTION IN FREIGHT RATES THROUGH INTRODUCTION OF NORTHERN PACIFIC & MANITOBA RAILWAY.

A great many wild statements are made in regard to the alleged failure of the N. P. & M. to reduce freight rates by competition. The actual figures are the best answer to such statements.

Below will be found the figures taken from published tariffs of the Railway Companies:—

No. 1.

CANADIAN PACIFIC RAILWAY COMPANY.

*Special Tariffs on Grain, etc., from Western points to Fort
William and Port Arthur.*

FROM	TARIFF 83, in effect Sept 1 1887, <i>before bargain with N.P.R. was made.</i>	TARIFF 115, in effect Oct. 1 1888 <i>shortly after bargain with N.P.R. was made.</i>	TARIFF 116, in effect Oct. 19 1888, <i>when C.P.R. learned maxi- mum rate guaranteed by N.P.R.</i>	TARIFF 163, in effect Dec. 4 1890, <i>after N.P.R. reached Bran- don and was competing.</i>
	Per 100lbs.	Per 100lbs.	Per 100lbs.	Per 100lbs.
Winnipeg	24c	21c	21c	21c
Rosser	24c	21c	21c	21c
Marquette	24c	22c	21c	21c
Reaburn	24c	22c	21c	21c
Poplar Point	24c	23c	21c	21c
High Bluff	24c	23c	21c	21c
Portage la Prairie	24c	24c	21c	21c
Burnside	25c	25c	22c	22c
Bagot	25c	25c	22c	22c
Austin	25c	25c	22c	22c
Sydney	25c	25c	23c	22c
Carberry	25c	25c	23c	22c
Sewell	25c	25c	23c	22c

Chater.....	25c	25c	24c	22c
Brandon	25c	25c	24c	22c
Alexander	26c	26c	25c	22c
Griswold	26c	26c	25c	23c
Oak Lake.....	26c	26c	25c	24c
Virden.....	26c	26c	26c	25c
Elkhorn	27c	27c	26c	26c

BOUNDARY OF MANITOBA.

Fleming	27c	27c	27c	26c
Moosomin	27c	27c	27c	27c
Wapella	28c	28c	28c	28c
Whitewood.....	28c	28c	28c	28c
Broadview	28c	28c	28c	28c
Grenfell.....	28c	28c	28c	28c
Wolseley.....	29c	29c	29c	29c
Indian Head....	29c	29c	29c	29c
Qu'Appelle	29c	29c	29c	29c

SELKIRK BRANCH.

Kildonan.....	24c	21c	21c	21c
Lower Ft. Garry	—	21c	21c	21c
Selkirk West ...	24c	21c	21c	21c

STONEWALL BRANCH.

Stonewall.....	24c	21c	21c	21c
----------------	-----	-----	-----	-----

EMERSON BRANCH.

St. Boniface	24c	21c	21c	21c
Niverville	24c	21c	21c	21c
Otterburne	24c	21c	21c	21c
Dominion City..	24c	21c	21c	21c
Emerson	24c	21c	21c	21c

GLENBORO BRANCH.

Murray Park...	—	21c	21c	—
Headingley.....	24c	21c	21c	21c
Starbuck.....	—	22c	22c	21c
Elm Creek.....	—	23c	23c	21c
Maryland	—	24c	23c	—
Barnsley	24c	24c	23c	21c
Rathwell.....	—	25c	23c	22c
Treherne.....	25c	25c	23c	22c
Holland.....	25c	25c	23c	22c
Cypress River ..	26c	26c	24c	22c
Glenboro.....	26c	26c	24c	22c

DELORAINÉ BRANCH.

St. James'	—	21c	21c	21c
La Salle.....	24c	21c	21c	21c
Osborne.....	—	21c	21c	21c
Morris	24c	21c	21c	21c
Rosenfeldt	24c	21c	21c	21c
Gretna.....	24c	21c	21c	21c
Plum Coulee ...	—	21c	21c	21c
Morden.....	24c	21c	21c	21c
Thornhill	—	22c	22c	21c
Darlingford	—	22c	22c	22c
Manitou	25c	23c	22c	22c
LaRiviere	25c	24c	23c	22c
1st Siding.....	—	24c	23c	22c
Pilot Mound....	25c	24c	23c	22c
Crystal City....	25c	24c	23c	22c
Clearwater	25c	24c	23c	22c
Cartwright	26c	25c	24c	22c
Holmfield	26c	25c	24c	22c
Killarney	26c	25c	24c	22c
Little Pembina...	—	25c	24c	22c
Boissevain	26c	25c	24c	22c
Whitewater	27c	26c	25c	23c
Deloraine.....	27c	26c	25c	23c

No. 2.

CANADIAN PACIFIC RAILWAY COMPANY.

Lake and Rail Through Freight Tariff from Montreal, Ottawa, Toronto, Hamilton, London, &c., to Manitoba and Western points, before the bargain with the N. P. R., being Tariff No. 95, in effect May 1st, 1888, as compared with Tariff No. 15, in effect 1892, after the N. P. R. is competing.

RATE PER 100 LBS.

To	CLASS 1.		CLASS 2.		CLASS 3.		CLASS 4.		CLASS 5.	
	BEFORE.	AFTER.	BEFORE.	AFTER.	BEFORE.	AFTER.	BEFORE.	AFTER.	BEFORE.	AFTER.
Selkirk East	1.75	1.42	1.48	1.23	1.21	1.03	.94	.87	.82	.72
Winnipeg	1.82	1.43	1.55	1.23	1.27	1.03	.99	.87	.87	.72
Emerson	1.83	1.43	1.56	1.23	1.28	1.03	1.00	.87	.88	.72
Marquette	1.85	1.69	1.57	1.44	1.28	1.19	.99	.97	.86	.82
Portage la Prairie	1.91	1.75	1.62	1.49	1.32	1.23	1.02	1.00	.89	.84
Carberry	2.03	1.87	1.72	1.59	1.40	1.31	1.07	1.05	.93	.88
Brandon	2.08	1.92	1.76	1.63	1.43	1.34	1.10	1.08	.96	.91
Oak Lake	2.12	1.96	1.79	1.66	1.46	1.37	1.12	1.10	.98	.93
Virden	2.17	2.01	1.84	1.71	1.49	1.40	1.14	1.12	.99	.94
Moosomin*	2.22	2.06	1.87	1.74	1.53	1.44	1.17	1.15	1.02	.97
Qu'Appelle* . . .	2.43	2.43	2.05	2.05	1.67	1.67	1.28	1.28	1.12	1.12
Barnsley	1.91	1.75	1.62	1.49	1.32	1.23	1.02	1.00	.89	.84
Holland	1.98	1.82	1.68	1.55	1.37	1.28	1.05	1.03	.92	.87
Glenboro	2.03	1.87	1.72	1.59	1.40	1.31	1.07	1.05	.93	.88

W. Main Line }

Stonewall	1.83	1.67	1.55	1.42	1.27	1.18	.98	.97	.85	.82
Selkirk West	1.85	1.69	1.57	1.44	1.28	1.19	.99	.97	.86	.82
Morris	1.83	1.43	1.56	1.23	1.28	1.03	1.00	.87	.88	.72
Morden	1.98	1.67	1.68	1.43	1.37	1.19	1.05	.99	.92	.83
Manitou	2.03	1.78	1.72	1.52	1.40	1.27	1.07	1.04	.93	.87
Pilot Mound	2.08	1.86	1.76	1.59	1.43	1.32	1.10	1.08	.96	.91
Killarney	2.12	1.96	1.79	1.66	1.46	1.37	1.12	1.10	.98	.93
Whitewater	2.17	2.01	1.84	1.71	1.49	1.40	1.14	1.12	.99	.94
Deloraine	2.22	2.06	1.87	1.74	1.53	1.40	1.17	1.15	1.02	.97
Gladstone	1.98	1.82	1.68	1.55	1.37	1.28	1.05	1.03	.92	.87
Neepawa	2.03	1.87	1.72	1.59	1.40	1.31	1.07	1.05	.93	.88
Minnedosa	2.08	1.92	1.76	1.63	1.43	1.34	1.10	1.08	.96	.91
Rapid City	2.12	1.96	1.79	1.66	1.46	1.37	1.12	1.10	.98	.93
Shoal Lake	2.12	1.96	1.79	1.66	1.46	1.37	1.12	1.10	.98	.93
Birtle	2.17	2.01	1.84	1.71	1.49	1.40	1.14	1.12	.99	.94
Russell	2.26	2.09	1.91	1.77	1.55	1.47	1.19	1.17	1.04	.99

*Unchanged, N. W. Territories.

No. 3.

CANADIAN PACIFIC RAILWAY COMPANY.

*Local Mileage Freight Tariff on Grain, Flour, Etc., on
Main Line and all Branches in Manitoba.*

Distances. Miles.	TARIFF No. 1, Rate per 100lbs before entry of N.P.R. Cents.	TARIFF No. 134.
		Rate per 100lbs after Dec. 5, 1880, when N.P.R. competing. Cents.
10	7	5
15	8	6
20	9	7
25	10	8
30	11	9
35	11½	9½
40	12	10
45	12½	10½
50	13	11
55	13½	11½
60	14	11½
65	14½	12
70	15	12
75	15½	12½
80	16	12½
85	16½	13
90	17	13
95	17	13½
100.	17½	14
110	18	14½
120	19	15
130	19½	15½
140	20	16
150	21	16
160	22	16½
170	22½	17
180	23	17½
190	23½	18
200	24	18½
210	24½	19
220	25	19½
230	25½	20
240	26	20½
250	26½	20½
260	27	21
270	27½	21½

280	28	22
290	28 $\frac{1}{2}$	22 $\frac{1}{2}$
300	29	23
310	29 $\frac{1}{2}$	23 $\frac{1}{2}$
320	30	24
330	30 $\frac{1}{2}$	24 $\frac{1}{2}$

ADVANTAGES IN ALTERED CLASSIFICATION RESULTING FROM COMPETITION OF N. P. & M. RAILWAY.

Not only has there been a substantial reduction in rates, but the importer and therefore the consumer has benefited by a more liberal classification, of which the following table shews a few illustrations :—

No. 4.

CLASSIFICATION OF FREIGHT BY C. P. R. AND N. P. R.

ARTICLE.	Class by C.P.R before entering of N.P.R. and until Feb. 10th, 1890.	Class by C.P.R. and N. P. R. after N. P. R. competing in the Province.
Mowers, Field	First	Second
Binders, K. D	First	Second
Reapers, K. D	First	Second
Pots, Pans and Stove Fur- niture.....	First	Second
Paper Bags	Second	Third
Horse Collars in sacks or bundles	Double First	One and a half
Sugar, Lemon or Maple..	Second	Third
Wire for fencing, cut in lengths and rolled in bundles	First	Second

A carload can now be made up of different goods in same classifications. Before N. P. R. entered Province a carload must consist entirely of same kind of articles. This is a most important change. The old rule of the C. P. R. caused a large amount of trouble, delay and expense.

XIII.

OUTSIDE OPINIONS UPON ISSUES IN COMING ELECTION.

In order to arrive at the true merits of the contest between the Government and the Opposition, after a full examination of the facts, it may perhaps be well to ascertain what outsiders, who are mere onlookers and therefore disinterested, think of it. It may be confidently stated that outside of Manitoba with the exception of that part of Canada where French and Church influences prevail, there is an almost unanimous desire that the present Manitoba Government should be sustained.

Witness the following utterances :

[From the *Toronto Globe*, Liberal :]

“ The *Winnipeg Free Press* in an article on the “ Ottawa and Quebec boodling, says the *Globe*, whilst it “ condemns both, refused to denounce the crimes committed by the Liberal Government of Manitoba. What “ crime has Mr. Greenway been guilty of? He choked off “ a few boodle-tainted Liberals led by the *Free Press*, who “ wanted to exploit the Province on the plea of constructing a railway, but that was no crime. They have been “ abusing him in the Tory interests ever since, but no one “ listens. The honest Liberals of Manitoba, men like “ Isaac Campbell, are with Greenway and against his “ assailants—A fact which speaks eloquently in his behalf.”

[From the *Toronto Mail*, Independent] :

“ The reputation which the *Free Press* has made for “ itself, as a malinger of men, it is evidently bound to “ maintain at any cost.”

[The *Toronto Telegram* (Conservative) says] :

“ It would be a National calamity if Manitoba turned “ out the men who have nationalized its schools and its “ language, and turned in a crew of office hunting Protestants who would be Archbishop Taché’s deck-hands.”

[From the *Hamilton Spectator*, Conservative] :

“ The “ Conservatives ” of Manitoba are circulating “ the *Winnipeg Free Press*, Grit, as campaign literature. “ If the “ Conservatives ” of Manitoba win the general “ election on the platform of the *Free Press* it will be an “ exceedingly bad thing for the Prairie Province. There “ is such a thing as paying too much for a whistle.”

[Says the *Toronto Mail*]:

“Mr. Greenway’s Government is not offering candidates in the French constituencies of Manitoba. This is a frank admission that no support is looked for or expected in that direction. Both parties have now an equal number of nominees in the field, and in twenty-eight out of the forty constituencies, the Government and Opposition are arrayed against each other. Mr. Robert Watson, who has been assigned the important portfolio of Public Works, will contest Portage la Prairie. His predecessor, Mr. McLean, remains in the Cabinet without portfolio. *Although an effort is made to import other matter into the contest, the real issue before the electors, which cannot be dodged, is the National School question.* So long as there is a possibility of Manitoba being permitted to deal with the question, the people will keep in power a Government that will deal with it rightly.”

XIV.

GOVERNMENT’S IMMIGRATION POLICY COMMENDED.

[*Winnipeg Tribune*].

“*Van Horne on Immigration—Tribute to Mr. Greenway’s Immigration Policy—What the Great Magnate has to say.*”

“It will be remembered that the *Free Press* published in its Montreal dispatches a few days ago, an interview had with Mr. Van Horne on the question of immigration in Manitoba and the Northwest. We suspected at the time that the interview had been emasculated in the office, in order to prevent the credit Mr. Van Horne accorded, being given to the Local Government for its immigration policy, which is gall and wormwood to the *Free Press*. In fact, rather than see any policy which the Local Government has inaugurated succeed, it would prefer to see no immigrants come to the country at all.

Mr. Van Horne said, “during the past sixty days we have landed over 8,000 settlers in Winnipeg. That is a good beginning for the season. Then, with respect to eastern emigration. The Manitoba Government has taken a most intelligent and most energetic stand on that question, and co-operated with the company, the result has been that the stream

“ of emigration to the States from Ontario and the
 “ Maritime Provinces has been checked and diverted to
 “ the Northwest. There will still be more or less emigra-
 “ tion to the States from certain parts of Ontario, but the
 “ bulk of it all over the older Provinces has been stopped.
 “ This is owing to the stand of the Manitoba Government,
 “ which has been the first of the Northwest Governments
 “ to take an active interest in the matter. Working har-
 “ moniously with this Government, we have been able to
 “ accomplish a great deal more than we could have accom-
 “ plished had the Government and the railway been work-
 “ ing separately.

“ On the whole then,” concluded the
 “ President, ‘ the question stands thus : The Manitoba
 “ Government having acted with spirit, we are checking
 “ the emigration from the old Provinces to the States and
 “ guiding it to the Northwest. We are using greater
 “ efforts than ever in Europe to secure a good agricultural
 “ class of settlers, and have now, we believe, tapped the
 “ streams which will expand enormously, and with the
 “ inauguration of new methods by the Federal Government,
 “ which means practical co-operation with the company,
 “ we confidently expect very much greater results than
 “ have hitherto been realized.”

FREE PRESS REPORT.

“ *Immigration Boom.*—President Van Horne talks on the
 “ subject.—The C.P.R. propaganda throughout the
 “ Dominion is diverting Emigration to the Northwest.—
 “ The right class reached.

“ MONTREAL, April 18.—President Van Horne, of the
 “ Canadian Pacific Railway, expresses himself as highly
 “ satisfied with the immigration prospects for this season.
 “ In an interview on the subject he says : ‘ We are getting
 “ the right people. We do not hear so much about the
 “ gentleman farmer now. The people we are getting now
 “ are *bona fide* settlers, people with agricultural knowledge.
 “ We have tapped that stream and we expect it to soon
 “ attain the force and dimensions of a torrent. It takes
 “ time to do that. It takes time to reach this good class,
 “ and when you do reach it, it takes time to sell out
 “ and settle things up. But the prospects were never so
 “ hopeful. During the past sixty days we have landed
 “ over eight thousand settlers in Winnipeg. That is a
 “ good beginning for the season. Then, with respect to

“ the eastern immigration, the Manitoba Government have
 “ taken a most intelligent and energetic stand on that
 “ question and co-operation with the company, and the
 “ result has been that the stream of emigration to the
 “ States from Ontario and the Maritime Provinces has been
 “ checked and diverted to the Northwest. There will still
 “ be more or less emigration to the States from certain parts
 “ of Ontario, but the bulk of it all over the older Provinces
 “ has been stopped. We are using greater efforts than
 “ ever in Europe to secure a good agricultural class of set-
 “ tlers, and have now, we believe, tapped streams which
 “ will expand enormously, and with the inauguration of
 “ new methods by the Federal Government, which means
 “ practical co-operation with the Company, we confidently
 “ expect very much greater results than have hitherto been
 “ realized.’ ”

XV.

OPPOSITION PLATFORM.

(Taken from *Free Press* Report.)

“ *Opposition Platform Adopted by Convention.* ”

“ The following is the Opposition platform adopted in
 “ convention of the candidates opposed to the Greenway
 “ Government, held in Winnipeg, on May 30th, 1892 :—

“ FINANCIAL POLICY.

“ The finances of the Province should be husbanded to
 “ the fullest possible extent consistent with an efficient
 “ administration and the requirements of a rapidly expand-
 “ ing country. The country should be kept fully informed
 “ as to the exact condition of our financial affairs through
 “ a plain, honest statement by the Provincial Treasurer
 “ made once a year to the Legislature.

“ ELECTION LAW.

“ An election law which will insure the franchise to
 “ every duly qualified elector, and which will prevent the
 “ possibility of the party in power unfairly using it to the
 “ disadvantage of those in opposition. The system to be
 “ inexpensive, simple and efficient, coupled with revision
 “ of the voters’ lists by the judges.

“ ELECTORAL DIVISIONS.

“ A redistribution of the electoral divisions having due regard to population, territory, and more particularly, identity of interests.

“ RAILWAY POLICY.

“ 1st. A railway policy which will secure the introduction of such other railways into the Province as will ensure actual competition in the carrying trade of the Province and thus reduce the freight rates on grain products to a fair and reasonable basis.

“ 2nd. The giving of aid to all colonization roads more especially to one calculated to serve the Lake Dauphin District, and to one securing a direct route from Winnipeg to Duluth.

“ 3rd. No aid to be given to any professedly competing road without definite arrangements and sufficient guarantees for actual and substantial reduction in freight rates.

“ HUDSON’S BAY RAILWAY.

“ The natural outlet for the principal products of the Province of Manitoba is by way of the Hudson’s Bay ; therefore a Hudson’s Bay railway should receive the loyal support of the Province and its Government so as to ensure its early construction and operation.

“ SCHOOL POLICY.

“ The Opposition hereby declare :

“ 1. That they are in favor of one uniform system of public schools for the Province.

“ 2. That they are ready and willing to loyally carry out the present School Act—should it be held by the Judicial Committee of the Privy Council of Great Britain to be within the legislative power of the Province.

“ 3. That in the event of such School Act being held by the Judicial Committee of the Privy Council of Great Britain to be beyond the legislative power of the Province, then they will endeavor to secure such amendments to the ‘British North America Act’ and the ‘Manitoba Act’ as will place educational matters wholly within the legislative power of the Province of Manitoba without appeal to the Governor-General-in-Council or the Parliament of Canada.

“ IMMIGRATION.

“ An immigration policy which will secure to the Province her just proportion of European emigrants as

“ well as those from the older Provinces of Canada and
 “ the United States.

“ MUNICIPAL COMMISSIONER.

“ Such amendments to the Acts affecting the Municipal
 “ Commissioner as will prevent the incumbent of that office
 “ from interfering in an arbitrary and unjust manner with
 “ the municipal institutions of the Province.

“ MUNICIPAL ACT.

“ Simplification of the Municipal Act so as to secure
 “ greater efficiency with less expense.

“ RELIEF TO MUNICIPALITIES.

“ The equitable relief of such municipal corporations
 “ as have incurred liabilities for the construction of coloni-
 “ zation railways in the Province.

“ CONTRACTS.

“ The contracts for all public works and public sup-
 “ plies to be awarded to the lowest *bona fide* tenderer.

“ WORKMAN'S ACT.

“ A Workman's Compensation Act on lines similar to
 “ the Acts now in force in Great Britain and Ontario.

T. H. GILMOUR,
 Secretary.

ROBT. ROGERS,
 Chairman.